

FORTY-EIGHTH ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

STATE OF FLORIDA

FOR THE YEAR 1944



COMMISSIONERS

GEO. G. MCWHORTER, <i>Chairman</i> , Commissioner;	} Aug. 17,
E. J. VANN, Commissioner;	} 1887, to
WILLIAM HIMES, Commissioner;	} June 13,
JOHN G. WARD, <i>Secretary</i> .	} 1891.

(Commission was abolished by Act of Legislature, 1891; was recreated by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	} July 1,
HENRY E. DAY, Commissioner;	} 1897, to
JOHN M. BRYAN, Commissioner;	} Jan. 3,
J. L. NEELEY, JR., <i>Secretary</i> .	} 1899.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 3,
JOHN M. BRYAN, Commissioner;	} 1899, to
JOHN L. MORGAN, Commissioner;	} Jan. 3,
J. N. NEELEY, <i>Secretary</i> .	} 1901.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 8,
	} 1901, to
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.)	} Jan. 6,
	} 1903.

JOHN M. BRYAN, Commissioner;	} Jan. 8,
JOHN L. MORGAN, Commissioner;	} 1901, to
J. N. NEELEY, <i>Secretary</i> .	} Jan. 6,
(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	} 1903.

JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;	} Jan. 6,
R. HUDSON BURR, Commissioner;	} 1903, to
JOHN L. MORGAN, Commissioner;	} Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .	} 1905.

JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;	} Jan. 3,
R. HUDSON BURR, Commissioner;	} 1905, to
JOHN L. MORGAN, Commissioner;	} Jan. 8,
ROYAL C. DUNN, <i>Secretary</i> .	} 1907.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8,
JOHN L. MORGAN, Commissioner;	} 1907, to
NEWTON A. BLITCH, Commissioner;	} Jan. 4,
ROYAL C. DUNN, <i>Secretary</i> .	} 1909.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4,
NEWTON A. BLITCH, Commissioner;	} 1909, to
ROYAL C. DUNN, Commissioner;	} Jan. 3,
S. E. COBB, <i>Secretary</i> .	} 1911.

(S. E. Cobb resigned Sept. 5, 1909 and J. Will Yon was elected as his successor.)

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3, 1911, to Jan. 7, 1913.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1913, to Jan. 5, 1915.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 5, 1915, to Jan. 2, 1917.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

(J. Will Yon resigned August 1, 1917, and Lewis G. Thompson was elected as his successor.)

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1917, to Jan 7, 1919.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1919, to Jan. 4, 1921.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1921, to Jan. 2, 1923.
NEWTON A. BLITCH, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

Note—Royal C. Dunn was not a candidate for re-election.

Note—Newton A. Blitch died on October 30, 1921, and was succeeded by Hon. A. D. Campbell, effective November 12, 1922.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1923, to Jan. 2, 1925.
A. D. CAMPBELL, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

Note—A. D. Campbell died on February 10, 1924, and was succeeded by Hon. E. S. Matthews, effective February 25, 1924.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1925, to Jan. 4, 1927.
E. S. MATTHEWS, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

A. S. WELLS, <i>Chairman</i> , Commissioner;	} Jan. 4, 1927, to Jan. 8, 1929
E. S. MATTHEWS, Commissioner;	
*R. L. EATON, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

*Died February 27, 1927, and was succeeded by Mrs. R. L. Eaton, under appointment by the Governor for the unexpired term.

*A. S. WELLS, <i>Chairman, Commissioner;</i>	}	Jan. 8,
EUGENE S. MATTHEWS, <i>Commissioner;</i>		1929, to
MRS. R. L. EATON, <i>Commissioner;</i>		Jan. 6,
LEWIS G. THOMPSON, <i>Secretary.</i>		1931.

*A. S. Wells died December 16, 1930, and was succeeded by L. D. Reagin, appointed by the Governor to serve for the unexpired term.

EUGENE S. MATTHEWS, <i>Chairman, Commissioner;</i>	}	Jan. 8,
MAMIE EATON-GREENE, <i>Commissioner;</i>		1931, to
*L. D. REAGIN, <i>Commissioner;</i>		Jan. 6,
LEWIS G. THOMPSON, <i>Secretary.</i>		1933.

*L. D. Reagin resigned and Tucker Savage was issued a commission on July 6, 1931, appointing him to serve for the unexpired term.

EUGENE S. MATTHEWS, <i>Chairman, Commissioner;</i>	}	Jan. 3,
MAMIE EATON-GREENE, <i>Commissioner;</i>		1933, to
*W. B. DOUGLASS, <i>Commissioner;</i>		Jan. 8,
LEWIS G. THOMPSON, <i>Secretary.</i>		1935.

*Tucker Savage, appointed to fill unexpired term of L. D. Reagin, was not a candidate for re-election.

W. B. DOUGLASS, <i>Chairman, Commissioner;</i>	}	Jan. 8,
EUGENE S. MATTHEWS, <i>Commissioner;</i>		1935, to
JERRY W. CARTER, <i>Commissioner;</i>		Jan. 6,
*LEWIS G. THOMPSON, <i>Secretary.</i>		1937.

Commissioner JERRY W. CARTER was elected chairman for the year 1937.

*Lewis G. Thompson resigned July 3, 1936, and George L. Patten was elected as his successor.

JERRY W. CARTER, <i>Chairman, Commissioner;</i>	}	Jan. 6,
EUGENE S. MATTHEWS, <i>Commissioner;</i>		1937, to
W. B. DOUGLASS, <i>Commissioner;</i>		Jan. 6,
GEO. L. PATTEN, <i>Secretary.</i>		1939.

EUGENE S. MATTHEWS, <i>Chairman, Commissioner;</i>	}	Jan 6,
JERRY W. CARTER, <i>Commissioner;</i>		1939, to
W. B. DOUGLASS, <i>Commissioner;</i>		Jan. 6,
GEO. L. PATTEN, <i>Secretary.</i>		1941.

W. B. DOUGLASS, <i>Chairman, Commissioner;</i>	}	Jan 6
EUGENE S. MATTHEWS, <i>Commissioner;</i>		1941 to
JERRY W. CARTER, <i>Commissioner;</i>		Jan. 6.
GEO. L. PATTEN, <i>Secretary.</i>		1943.

*Commissioner Carter elected chairman Jan. 6, 1943 for a two-year term.

JERRY W. CARTER, <i>Chairman, Commissioner;</i>	}	Jan. 6,
EUGENE S. MATTHEWS, <i>Commissioner;</i>		1943, to
W. B. DOUGLASS, <i>Commissioner;</i>		Jan. 2,
GEO. L. PATTEN, <i>Secretary.</i>		1945.

IN MEMORIAM
THEO. T. TURNBULL

Theo. T. Turnbull was born in Monticello, Jefferson County, Florida, on July 7, 1881, and was descended from a long line of distinguished ancestors. He resided in Monticello all of his life and passed away there on January 13th, 1944.

His political interest first centered in the operation of County affairs. He served in the Legislature for many years and was President of the Florida State Senate in 1923, evidencing the high esteem in which he was held by the people of his County and State. During the years that he served in the Legislature he left many evidences of his ability and zeal and his community, County and State are better places in which to live by reason of his efforts. His service in the Legislature was characterized by vigorous and energetic action on every question of importance coming before that body.

He was Chairman of the State Democratic Executive Committee for several years and took an active interest in Party affairs.

In religion Mr. Turnbull was a devout member of the Methodist Church. He loved his Church and was very active in the promotion of its ideals.

Mr. Turnbull came to the Florida Railroad Commission as its Counsel in 1927 and served in that capacity for seventeen years until the time of his death. He will always be remembered by the people of this State for his untiring efforts in their behalf in all matters affecting transportation and public utility regulation.

In the death of Mr. Turnbull the State has lost one of its best citizens, the Railroad Commission a wise counsellor and the bar one of its ablest and most ethical members.

Tallahassee, Florida

LETTER OF TRANSMITTAL

March 1, 1945

To His Excellency,
Millard F. Caldwell,
Governor of Florida.

Dear Sir:

In accordance with the provisions of the Statutes, we transmit herewith the report of the Railroad Commission of the State of Florida for the calendar year, 1944.

Respectfully submitted,

EUGENE S. MATTHEWS, Chairman,
W. B. DOUGLASS, Commissioner,
JERRY W. CARTER, Commissioner.

R. W. ERVIN, Jr.,
Secretary.

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Florida's Railroad Commission

IT IS THE LEGISLATURE'S CREATURE

The Florida Railroad Commission, a creature of the Florida Legislature, has been continued for nearly half a century by the Legislature as its instrumentality to effectuate clearly defined legislative policies in regulating certain major public common carriers and utilities. The Legislature has kept the Commission close to the people by permitting the people to elect the members of the Commission. The Commission's long tenure evidences the fact that its existence is fully justified.

IT STANDS AS A BULWARK PROTECTING THE PEOPLE FROM UNREASONABLE RATES AND CHARGES

It is the bulwark of the people which prevents and restrains:

- (1) exorbitant and unreasonable charges by great enfranchised carriers and utilities,
- (2) abuses by these necessary private monopolies, and,
- (3) their unrestrained license.

It is the administrative body to which the poorest citizen in the State can appeal for relief from oppression by great carrier and utility corporations.

ITS ACCOMPLISHMENTS

Though its work is little publicized, the Commission has accomplished and is accomplishing much good for the benefit of the people of the State. It continually requires reduction of rates and charges in cases where it appears the same are justified. All complaints received by it of overcharges contrary to prescribed rates and tariffs, or of violations of the rules and regulations of the Commission relating to the operation of carriers and utilities under its jurisdiction, are promptly investigated. If refunds of overcharges are not made, or if violations of regulations are not corrected, the offending carrier or communication line is subject to having its certificate of public convenience and necessity revoked or be subjected to fine, after due notice

and hearing. The Commission protects communities, farmers, growers and other shippers from the unreasonable abandonment or disruption of transportation facilities, depots and stations, and from discriminations, rebates and unfair utility practices. Its policies have insured sound transportation and communication systems in the State.

IT IS QUASI-JUDICIAL BODY AFFORDING "DUE PROCESS"

Unlike many other administrative boards which may take action without previous notice or hearing, the Commission gives any carrier or utility under its jurisdiction complained against, due notice and hearing. "Due process" is thus afforded the carrier or utility to appear by counsel and defend against the complaint and offer evidence in its own behalf. Full factual evidence is required to support the action of the Commission in every case, and persons aggrieved by any order of the Commission are afforded the opportunity to have such order reviewed by the Supreme Court of Florida.

IT HAS ADOPTED SOUND BUSINESS POLICIES NOT HARMFUL TO THE PROPER FUNCTIONING OF UTILITIES

The Commission has not put into effect unreasonable and drastic rules and policies. Such policies are not intended or required by the Railroad Commission laws. Rates, rules and requirements of the Commission have been made effective only after full and complete investigation, and then only when the evidence and the public good warranted them. Sound business judgment and the welfare of the people have been deciding factors in tipping the scales in all decisions of the Commission. The Legislature in the Railroad Commission laws has clearly indicated that the utilities under the Commission's jurisdiction should be permitted to earn reasonable returns on their investments and to make reasonable reserves for expansion and improvements, and the Commission has carefully followed the Legislature's mandates.

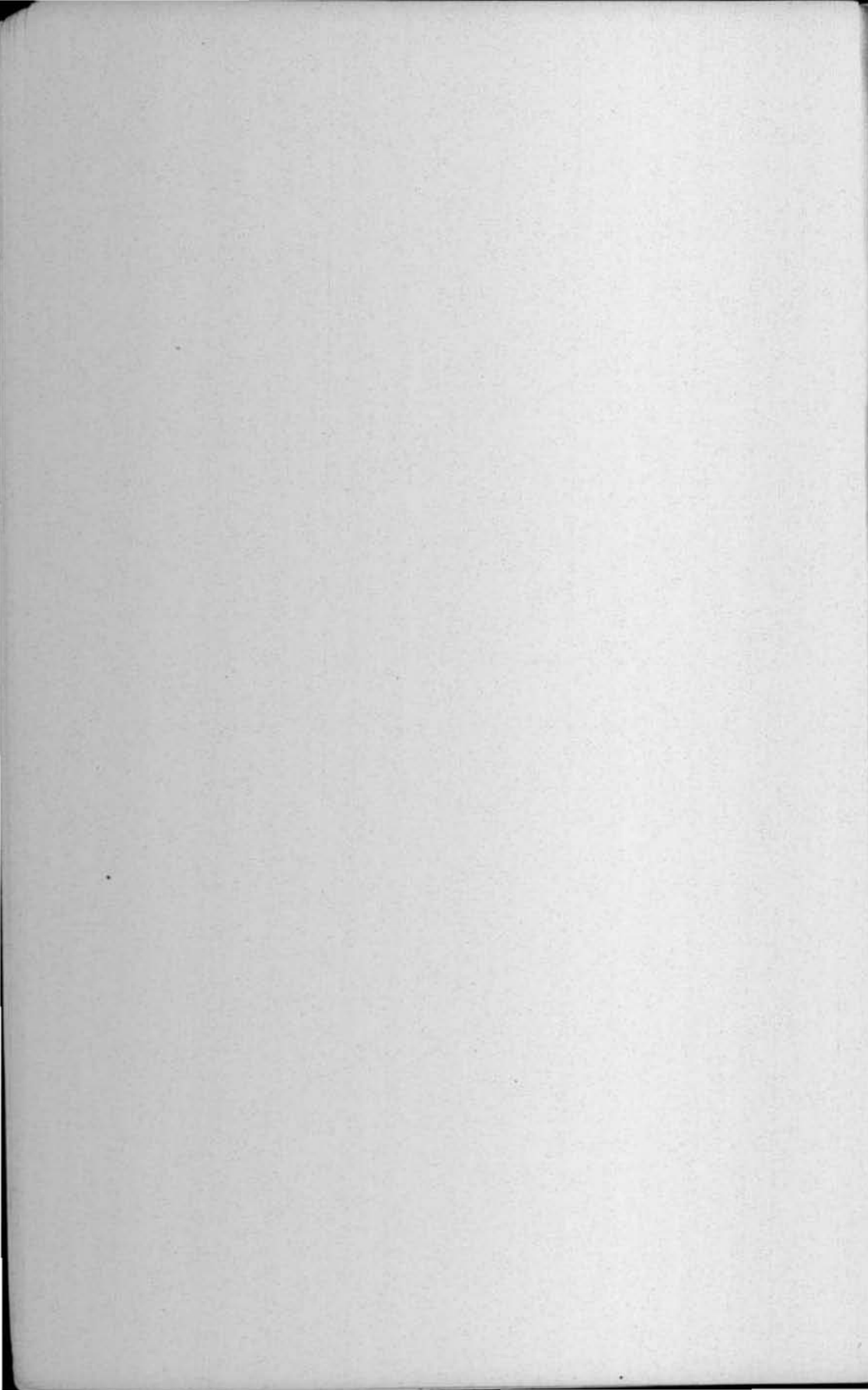
EXTENSION OF THE JURISDISTION OF THE COMMISSION

The long experience of the Commission fully equips it, and the machinery and procedures of the Commission are geared, to render the highest type of regulation in all public utility fields which may hereafter be made the subject of Commission regulation by the Legislature. Moreover, placing such regulation under the Commission would eliminate the necessity of creating additional boards with their duplicating expense or the adding of additional duties to existing boards which are already excessively burdened with official responsibilities and which have neither the time nor the machinery for affording "due process."

If for example the administration of laws conserving petroleum and natural gas is vested in the Commission similarly as it is vested in the public service commissions of Texas, Kansas and Oklahoma, each oil producer or owner of oil drilling privileges would have a quasi-judicial body to pass upon his rights and he would be afforded ample opportunity to appear and be represented by counsel and have a comprehensive hearing at which all technical, scientific and legal matters affecting his case would be judicially considered by the Commission before orders affecting his property rights were entered.

The Commission's procedures assure the public of constant attention to rate structures of utilities under its jurisdiction including annual analyses of costs and earnings of such utilities, with emphasis placed upon giving the public rate reductions wherever conditions warrant.

**Report of
Special Counsel**



**REPORT OF SPECIAL COUNSEL TO THE
RAILROAD COMMISSION OF THE STATE OF FLORIDA
FOR THE YEAR 1944**

Counsel for the Railroad Commission employed under the provisions of Section 350.00 of Florida Statutes, 1941, submits the following report for the year 1944.

INTERSTATE COMMERCE CASES

Under direction of the Railroad Commission Counsel for said Commission has participated in the following proceedings before the Interstate Commerce Commission:

(A) RATE CASES

1. Class Rates Within Southern Territory Docket No. 28300.

A very comprehensive and detail statement of this case appears in the Forty-Seventh Annual Report of this Commission for the year 1943. Subsequent to the publication of that statement all of the testimony of the various interested parties was presented and on June 14, 1944, this case was set down for oral argument before the entire Interstate Commerce Commission in Washington and nine full days were consumed in the presentation of arguments by those appearing representing different parties to the cause.

As of December 31, 1944, no decision in this case has been made public by the Interstate Commerce Commission. However, it is anticipated that they will make an order at a very early date and it is confidently expected that their decision will be favorable to Florida and the South.

2. Consolidated Freight Classification. Docket No. 28310.

This case is considered as a companion case to Docket No. 28300, and has for its purpose the establishment of uniform freight classifications throughout the United States. This case was consolidated with Docket No. 28300 for oral argument on June 4, 1944, and no decision has been rendered in this case up to and including December 31, 1944. However, the decision in this case will probably be released at the same time as the decision in Docket 28300.

3. Rates on Grain and Grain Products to, from, Between and Within Southern Territory. Docket No. 1700—Part 7-A, and I. & S. Docket 4208.

This case is one of long standing before the Interstate Commerce Commission and is of considerable importance to the South and to the State of Florida. Hearings in this cause were concluded in January 1939, and proposed report was published January 1, 1940. Oral arguments were held in May 1940, but in March 1942 additional hearings were held and a new Proposed Report was issued. Until exceptions were filed to the last report Florida had not actively participated in this case because Florida had favorable rates on grain which were not likely to be disturbed by the Commission. However, when the last report was filed the carriers made exceptions thereto and for the first time injected into the case the question of Florida arbitraries, requesting that the Commission impose Florida arbitraries on such rates as might be fixed by the Commission on grain moving to and from the State of Florida.

For a long time the Railroad Commission of the State of Florida has been attempting to eliminate the Florida arbitraries on all traffic moving to and from this State and has generally met with fair success in this attempt. For that reason, and at your direction, we filed leave to intervene in this proceeding and opposed the carriers in their attempt to have the Florida arbitraries attached to the grain rates.

This matter came on for argument before the Interstate Commerce Commission on July 12, 1944 on the proposed report and exceptions thereto. Arguments in the case consumed the larger portion of ten days. No decision has been rendered by the Commission up to and including December 31, 1944, and because the case is considerably involved it is not anticipated that a decision will be rendered for sometime.

4. Increased Railway Rates, Fares and Charges. Ex Parte No. 148.

On December 13, 1941 a petition was filed with the Interstate Commerce Commission by substantially all Class One railroads of the United States requesting authority to immediately increase their freight rates and charges and passenger fares. These increases were 10% on freight rates and 10% on passenger fares. The increase of 10% was approved on passenger fares and made effective February 10, 1942—but it was found that the 10% on freight rates on the then increased traffic would yield a larger amount than was necessary to meet the purpose of the increase sought. However, the Commission found that a smaller increase in freight rates was justified. SEE—248 I. C. C. 545.

Further hearings were held on this matter and the Commission has subsequently each six months suspended the increases allowed on freight rates.

On September 13, 1944 the Railroad Commission, with others, by petition asked the Interstate Commerce Commission for the issuance of a citation requiring the railroads to show cause why freight rates

increases should not be cancelled, taking the position that the increases should be cancelled rather than further suspended.

The Interstate Commerce Commission reopened the case for further hearing and arguments with respect to the increases in freight rates previously authorized as well as the increases in passenger fares. The matter came on for formal hearing in Washington the latter part of October 1944 at which time additional testimony was offered by the respective parties followed immediately by oral argument before the entire Commission.

On December 12, 1944 the Commission handed down its decision in this case approving the passenger fare increases previously allowed, and suspending the freight rate increases for a period of one year from January 1, 1945, rather than the customary six months suspension previously granted.

(B) RAILROAD ABANDONMENT PROCEEDINGS

- 1. Finance Docket No. 14171—Application of Russell M. Van Kirk and Jacksonville, Gainesville & Gulf Railway for Permission to Abandon the Line of Railway Extending from Gainesville to Emathla, Florida.**

The Florida Railroad Commission intervened in the above styled cause and appeared at the formal hearing in Gainesville on Tuesday, August 24, 1943. Counsel for the Commission and the Commission's accountant assisted shippers and receivers of freight in presenting evidence in opposition to the granting of this application.

The examiner recommended that the application be granted and that Certificate be issued permitting the abandonment of the line in question. The Railroad Commission filed exceptions to the examiner's report seeking to have the granting of the authority delayed until after the termination of the war or at least until the 1944 spring crop of vegetables had been harvested. The applicant immediately agreed to delay abandonment of said line until after the spring crop of vegetables had been harvested, and the Commission entered its order granting the application to abandon said line of railway but allowing sufficient time for harvesting the spring crop of vegetables.

- 2. Finance Docket No. 14590—Application of Florida East Coast Railway Company to Abandon its Okeechobee Branch and to Construct a Line of Railway from Fort Pierce, Florida, to Lake Okeechobee Region.**

The Florida East Coast Railway is seeking authority in this proceeding to abandon that portion of its Okeechobee Branch extending from Mile Post 152.5 North to Maytown and to construct a cut-off from Mile Post 152.5 on said Okeechobee Branch to Fort Pierce connecting the Okeechobee Lake region with the main line of the Florida East

Coast Railway, thereby giving to the vegetable shippers in the lake region a faster schedule to Northern and Eastern markets. This matter is still pending before the Interstate Commerce Commission although the examiner has recommended the granting of the application.

3. **Finance Docket No. 14439—Application of Seaboard Air Line Railway for Authority to Abandon its Line of Railway Extending from Inverness Junction to Inverness—Approximately 2.09 Miles in Citrus County, Florida.**

The Florida Railroad Commission intervened in the above styled cause and appeared at the formal hearing in Inverness at which time counsel for the Commission filed a formal Motion to Dismiss said application on the ground that the line in question did not constitute a main line operation but was a facility or spur track and, therefore, was not within the jurisdiction of the Interstate Commerce Commission but wholly within the jurisdiction of the Florida Railroad Commission.

The examiner found against the contention of the Florida Railroad Commission and recommended the granting of said application. Exceptions have been filed to this report and the matter is still pending before the Interstate Commerce Commission with the exceptions being set down for oral argument before the Commission in Washington on January 24th, 1945.

4. **Finance Docket No. 14752—Application of Atlantic Coast Line Railroad Company to Abandon its Line from Micanopy Junction to Micanopy, Florida.**

The Florida Railroad Commission has intervened in above styled cause and expects to appear at a formal hearing to be held in the early part of 1945 for the purpose of assisting interested shippers in protesting the abandonment of this line.

COURT CASES

1. **Miami Bridge Company -vs- Railroad Commission of the State of Florida Fla. , decided December 19, 1944.**

The 1943 session of the Florida Legislature amended Section 347.08, Florida Statutes 1941, so as to extend the jurisdiction of the Railroad Commission over certain toll bridges which previously had not been under Commission jurisdiction.

In the early part of 1944 the Miami Beach Railway Company filed a petition with the Commission alleging that the "Venetian Way" operated between Miami and Miami Beach by Miami Bridge Company was within the purview of amended Section 347.08, and that the rates charged for the use of said bridge were unreasonable and discriminatory.

The bridge company questioned the jurisdiction of the Commission. However, the Commission ruled that it had jurisdiction and set a date for a hearing for the purpose of determining the reasonableness of the rates and charges for the use of said utility.

The bridge company then sought to have the ruling of the Commission revoked by the Supreme Court on Writ of Certiorari.

After oral argument the Supreme Court rendered its decision on December 19, 1944 denying the Petition for Writ of Certiorari and holding that—

“The State as an attribute of sovereignty is endowed with inherent power to regulate the rates to be charged by a public utility for its products or service. Contracts by public service corporations for their services or products, because of the interest of the public therein, are not to be classed with personal and private contracts, the impairment of which is forbidden by constitutional provisions.”

The Miami Bridge Company has filed a petition for rehearing with the Supreme Court and this cause is now pending final disposition on said petition for rehearing.

The foregoing is a brief resume of the more important cases participated in and handled by your counsel before the Interstate Commerce Commission and the courts of this State. This report does not take into consideration the many hearings before the Commission which counsel attends nor the innumerable conferences in which he participates, nor the number of formal and informal opinions he is called upon to render and write upon various phases of the laws administered by you.

Respectfully submitted,

LEWIS W. PETTEWAY,
Counsel.



Informal Applications and Complaints

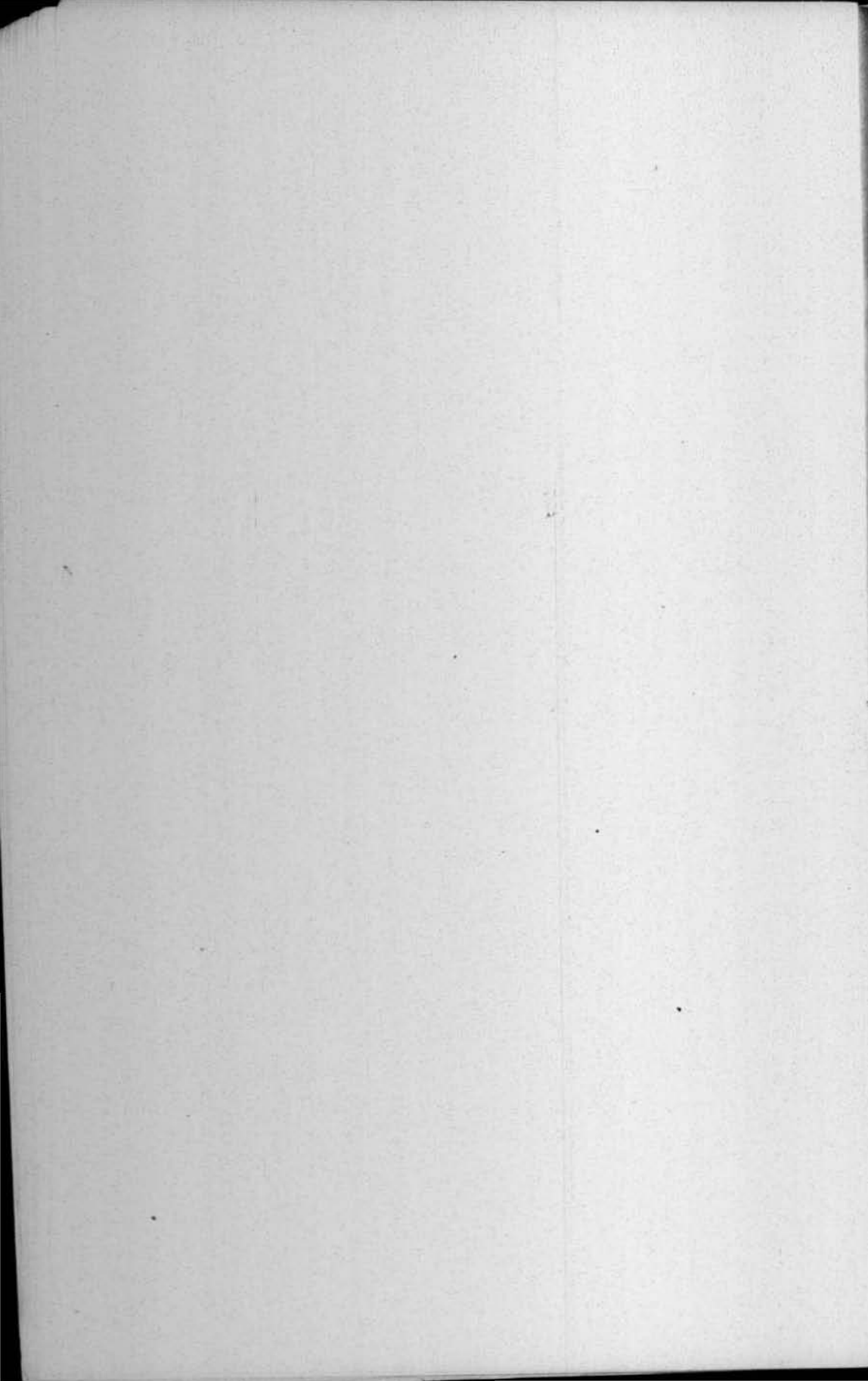
INFORMAL APPLICATIONS AND COMPLAINTS

- RC-1 Train service. J. R. Brooks, Homestead vs. Florida East Coast Railway. Settled.
- RA-2 Removing spur track at Inwood, Florida. Louisville and Nashville Railroad Company. Approved.
- TC-3 Telephone service. E. B. Jordan, Marianna, vs. Marianna Telephone Company. Settled.
- TC-4 Telephone service at Mt. Dora. George White vs. Florida Telephone Corporation. Settled
- RC-5 Poor passenger service, Sanford-Orlando section. Warren S. Hoskins vs. Florida East Coast Railway. Settled.
- RA-6 Closing Osceola agency. Florida East Coast Railway. Granted.
- RA-7 Dismantling station building at Kenansville. Florida East Coast Railway. Granted.
- RA-9 Abandoning station building at Bayshore. Atlantic Coast Line Railroad Company. Granted.
- RA-10 Abandoning depot building at Johnston. Atlantic Coast Line Railroad Company. Granted.
- RA-11 Dismantling station building at Brownville. Atlantic Coast Line Railroad Company. Granted.
- RA-12 Dismantling depot at Mabel. Atlantic Coast Line Railroad Company. Granted.
- RA-13 Dismantling depot at Estero. Atlantic Coast Line Railroad Company. Granted.
- RA-14 Dismantling station building at Sears. Atlantic Coast Line Railroad Company. Granted.
- RC-15 Safety precautions at Orange Park. Mayor W. T. Walker vs. Atlantic Coast Line Railroad Company. Settled.
- RC-16 Train service. Alexander Baird vs. Atlantic Coast Line Railroad Company. Withdrawn.
- RA-18 Dismantling passenger station at Capitola. Seaboard Air Line Railway. Granted.
- RA-19 Retiring present carbody freight station at Campton. Louisville and Nashville Railroad Company. Granted.
- RA-20 Retiring carbody station at Garden City. Louisville and Nashville Railroad Company. Granted.
- RA-21 Retiring passenger shelter at Svea. Louisville and Nashville Railroad Company. Granted.
- RA-22 Removing station building at Argyle. Louisville and Nashville Railroad Company. Granted.
- RC-23 Lighting facilities, station at Century. Postmaster Eva R. Vaughn vs. Louisville and Nashville Railroad Company. Settled.
- RA-24 Abandoning station building at Hildreth. Atlantic Coast Line Railroad Company. Granted.

- RA-25 Abandoning 340-foot track, platform, and discontinuing Turpentine, Florida, as station. Atlantic Coast Line Railroad Company. Granted.
- RC-26 Service, Otter Creek agency. O. L. Smith vs. Atlantic Coast Line Railroad Company. Settled.
- RA-27 Abandoning station building at Glennell. Atlantic Coast Line Railroad Company. Granted.
- RA-28 Abandoning station building at Kathleen. Atlantic Coast Line Railroad Company. Granted.
- RA-29 Closing agency at Taft. Atlantic Coast Line Railroad Company. Granted.
- RA-30 General investigation of station facilities at Bartow. (Atlantic Coast Line Railroad Company.) Recommended changes made.
- RA-31 Dismantling station building at Whitney. Seaboard Air Line Railway. Approved.
- REA-32 Closing Laurel Hill agency. Railway Express Agency. Granted.
- REA-33 Closing Milligan agency. Railway Express Agency. Granted.
- REC-34 Delivery of oysters. J. M. Fisher, Tampa, vs. Railway Express Agency. Settled.
- RA-35 Discontinuing St. Lucie at L. C. L. station. Florida East Coast Railway. Approved.
- TC-36 Request for service. Residents, Orange Park, vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-37 Request for service. Santa Rosa Citizens v. Southern Bell Telephone and Telegraph Company. Final adjustment held up because of inability to obtain materials.
- TC-38 Poor telephone service. C. Shawcross, Ft. Myers Beach, vs. Inter-County Telephone and Telegraph Company. Adjusted.
- TC-39 Telephone service at Ft. Walton. Mrs. W. L. Gibson vs. Southeastern Telephone Company. Adjusted.
- TC-40 Telephone service at Bonifay. Business Men's Club vs. Southeastern Telephone Company. Adjusted.
- TC-41 Telephone service at DeFuniak Springs. W. C. Dorsey vs. Southeastern Telephone Company. Adjusted.
- TC-42 Service into Ocklawaha, request for. Florida Telephone Corporation. Dropped.

- TC-43 Service at Webster. Brown & Studstill vs. Florida Telephone Corporation. Adjusted.
- TC-44 Poor service at Maitland. N. S. DeForest vs. Winter Park Telephone Company. Adjusted.
- TC-45 Service at Forrest Lake. J. M. Howell vs. Winter Park Telephone Company. Partially corrected—lack of materials making full correction impossible until after war.
- TC-46 Excessive charges. D. F. Bateman vs. Western Union. Settled.
- TC-47 Service. Brown & Studstill vs. Western Union. Adjusted.
- RA-48 Abandoning station building at McAlpin. Atlantic Coast Line Railroad Company. Granted.
- RA-50 Abandoning station building at Slavia. Seaboard Air Line Railway Company. Approved.
- RA-51 Abandoning station building at Boardman. Atlantic Coast Line Railroad Company. Approved.
- RA-52 Abandoning station building at Pine Mount. Atlantic Coast Line Railroad Company. Approved.
- RA-53 Abandoning station building at Charlotte Beach. Seaboard Air Line Railway. Approved.
- RA-54 Abandoning depot building at Columbia. Atlantic Coast Line Railroad Company. Approved.
- RA-55 Abandoning depot building at Pineola. Atlantic Coast Line Railroad Company. Approved.
- RA-56 Abandoning station building at Vineland. Atlantic Coast Line Railroad Company. Approved.
- RA-57 Abandoning portion umbrella shed at Palmetto-Ellenton depot. Seaboard Air Line Railway. Approved.

General Orders



General Orders

ORDER NO. 1389

DOCKET NO. 1217

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Change in Night Rates on Intrastate Messages of ALL TELEPHONE COMPANIES operating in Florida.

The Florida Railroad Commission has given careful consideration to the matter of changing the time in which reduced night rates apply on Intrastate Toll Telephone Messages in Florida so as to make said rates apply between 6:00 P. M. and 4:30 A. M. instead of the present period which applies between 7:00 P. M. and 4:30 A. M. This change would result in adding one hour in which the reduced night rates on Toll Messages apply.

From the analysis made it appears that such change would more fully meet the convenience and necessity of the public and at the same time effect a saving to telephone users in the State of Florida of approximately \$185,000.00 per annum. The Commission, therefore, is of the opinion that night rates on Intrastate messages should apply between 6:00 P. M. and 4:30 A. M. effective March 1, 1944.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that each Telephone Company operating in the State of Florida change the night rates on Intrastate Toll Messages so as to apply between 6:00 P. M. and 4:30 A. M. effective March 1, 1944.

It is further Ordered that each Telephone Company operating in the State of Florida file with the Commission corrected Tariff Sheets to show the change provided for in this order.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 8th day of February, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1390**DOCKET NO. 1457****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Matter of Approval of Amendment No. 1 to Tariff issued July 21, 1942, by BAYSHORE WATER AND LIGHT COMPANY, Jacksonville, Florida.

Bayshore Water and Light Company has filed its Amendment No. 1 to its Intrastate Message Toll Telephone Service Tariff issued July 21, 1942, the amendment being issued as of February 14, 1944. This amendment complies with Florida Railroad Commission Order No. 1389 issued February 8, 1944, requiring all telephone companies to make reduced night rates apply on intrastate toll telephone messages in Florida between 6:00 P. M. and 4:30 A. M. The amendment also covers installation of a new phone at White Shell Fishing Camp and the discontinuance of the previous Stations Numbered 1 and 2 located respectively at Toll Houses Nos. 1 and 2 on Heckscher Drive.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Page 1, First Revised Page 2, cancelling Original Page 2, Original Page 3, Original Page 4, First Revised Page 5, cancelling Original Page 5, First Revised Page 6, cancelling Original Page 6, Original Page 7, Original Page 8 of Amendment No. 1 to Tariff issued July 21, 1942, copies of which are hereto attached and made a part of this order, be and the same are, hereby, **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 19th day of February, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1391**DOCKET NO. 1493****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

IN THE MATTER OF RATES CHARGED BY MIAMI BRIDGE COMPANY FOR USE OF VENETIAN WAY, a toll causeway between the Cities of MIAMI and MIAMI BEACH, FLORIDA.

**ORDER DENYING MOTION TO DISMISS PETITION AND
GRANTING MOTION TO STRIKE PLEAS**

On January 17, 1944, The Miami Beach Railway Company, a Florida Corporation, filed with this Commission its sworn petition in which it

is alleged that the petitioner is engaged in the operation of bus lines between points in the City of Miami Beach, and between the Cities of Miami and Miami Beach, Florida; that in operating said bus lines said petitioner transports passengers over the "Venetian Way" which is a toll bridge or causeway, open to public traffic, operated by the Miami Bridge Company, a Florida corporation, of the approximate length of two miles, over and across the waters of Biscayne Bay between Miami and Miami Beach, Florida; that during the winter season petitioner operates about 20 buses, making approximately 300 one-way trips per day across said "Venetian Way," and during the summer season such operations are about fifty percent of the winter operations; that said "Venetian Way" was not constructed by any county, or any political subdivision of any county, and is not operated under any franchise or license granted by the County Commissioners of any county; that the rates now charged by the Miami Bridge Company for the operation of buses over "Venetian Way" by The Miami Beach Railway Company are unreasonable, arbitrary, excessive and extortionate; and that Chapter 21743, Laws of Florida, Acts of 1943, which became effective on May 13, 1943, placed all toll bridges and causeways (except toll bridges constructed by any county, or any political subdivision of any county, or toll bridge constructed and operated under any franchise or license granted by the County Commissions of any county) under the jurisdiction of the Railroad Commission of the State of Florida, and authorized said Commission to fix and regulate tolls, charges, uses and hours for keeping open for traffic of any toll bridge or causeway across any body of water, and to make rules and regulations respecting the same.

The prayer of said petition is that the Railroad Commission of the State of Florida take jurisdiction under Chapter 21743, supra; that a date be fixed for a hearing on said petition, and that after said hearing said Commission prescribe just, reasonable, non-preferential, and non-discriminatory rates for buses using said "Venetian Way" in transporting passengers between the Cities of Miami and Miami Beach, Florida.

On February 21, 1944, Miami Bridge Company filed its joint and several pleas to the jurisdiction of the Railroad Commission of the State of Florida, taking the position that said Commission should not and could not legally take over the control and regulation of the Venetian Causeway owned by said Miami Bridge Company and fix its tolls, charges and hours for keeping open for traffic because (1) said causeway is expressly excepted from the provisions of Chapter 21743, Laws of Florida, Acts of 1943; (2) to do so would impair the vested rights of Miami Bridge Company and its stockholders; (3) the passage of Chapter 10,497, Laws of Florida, Special Acts, 1925, the acceptance thereof by the Bay Biscayne Improvement Company and its successors in title and the full compliance with the terms and conditions thereof constituted a full, absolute and binding contract between the State of Florida and the Bay Biscayne Improvement Company, and its successors

in title including the Miami Bridge Company, whereby Bay Biscayne Improvement Company and its successors in title acquired the exclusive right to operate and maintain said causeway and to charge and collect tolls for the use thereof, and that Chapter 21743, supra, is unconstitutional and void in that it impairs the obligations of said contract; Chapter 21743, supra, is unconstitutional in that it attempts to vest jurisdiction over certain tolls in the Railroad Commission of the State of Florida whereas Section 11 of Article V of the Constitution of the State of Florida vests exclusive original jurisdiction in all cases involving the legality of any tax, assessment or toll in the Circuit Courts; and (5) this Commission is not required nor permitted under the law to participate in private arguments and private law suits. Said pleas conclude with a prayer for the dismissal of the petition herein.

On March 15, 1944, The Miami Beach Railway Company filed its Motion to Strike the Pleas to the Jurisdiction on the general ground, among others, that the toll bridge or causeway in question is a public utility and the power to regulate the rates of public utilities is legislative and may be exercised either directly by the legislature or delegated by it to some board or commission created by it for that purpose.

Exhaustive briefs have been filed herein upon the various questions involved by the respective parties to this proceeding, which, along with the pleadings above referred to, have been carefully considered by this Commission in arriving at its decision herein.

The privilege of establishing a bridge over a navigable body of water and taking tolls for the use of the same is a franchise, the existence and disposal of which is under the legislative department of the state, and such franchise cannot be assumed or exercised without legislative authority. The legislature of a state has almost absolute power with respect to the erection and regulation of toll bridges and may vest toll bridge companies, or other appropriate grantees, with that power. Ordinarily the question of the reasonableness of rates of toll, and the like, is committed to administrative bodies, such as this Commission, there to be ascertained and determined after an investigation of the surrounding facts and arrived at according to specific regulations provided by law. The collection of tolls is an act of the State in its proprietary capacity, which it may delegate to the franchise holder subject always to control and regulation by the legislature of the toll-collecting power.

DAY vs. CITY OF ST. AUGUSTINE, Fla. ; 139 No. 881.

A state, in the exercise of its police power, has authority to regulate utility rates fixed by contract, and such exercise of the police power does not unconstitutionally impair the obligation of contracts or take property without due process of law. UNITED STATES vs. OKLAHOMA GAS & E. CO. P. U. R. 1924E, 53, 297 Fed. 575.

All regulations and contracts relative to transportation rates for common carriers, whether made by legislative authority or otherwise, are subject to a proper exercise of the police power of the state, under which such rates may from time to time be increased or reduced or otherwise regulated as the interests of the public and the organic property rights of the carriers may require. *STATE EX REL TRIAY VS. BURR*, 79 FLA. 290, 84 SO. 61. This same principle would in our opinion apply to all types of public utility rates including the rates or tolls for the use of toll bridges and causeways.

It seems clear to us that the bridge or causeway in question is not comprehended within the provisions of the exceptions to Chapter 21743, supra, as being a toll bridge "constructed and operated" under a franchise or license granted by the County Commissioners of the county involved. In order for a bridge to come within the provisions of this exception it must, in our opinion, be presently operated under such a franchise. Whenever it ceases to be operated under the franchise from the County Commissioners then it comes within the jurisdiction of this Commission. The legislature by Chapter 21743, supra, has placed all toll bridges under the jurisdiction of this Commission except those constructed and operated by some county or political subdivision of a county, and those bridges presently operated under a franchise from the County Commissioners authorizing its construction and operation.

The fixing and regulating of tolls, charges, uses and hours for keeping open for traffic of any toll bridge or causeway by this Commission does not violate the provisions of Section 11 or Article V of the Constitution of Florida. The exclusive original jurisdiction vested in the Circuit Court under said constitutional provision has to do with cases involving the legality of a toll and has nothing to do with the fixing of the toll in the first instance. The fixing of the toll is a legislative function which has been delegated to this Commission. After this Commission has fixed the toll the Circuit Court may then pass upon the legality of the toll. The Commission's function in this regard is legislative while the Court's function is judicial.

Under Chapter 21743, supra, this Commission may of its own motion proceed to fix and regulate the tolls, charges, uses and hours for keeping open for traffic of the toll bridge or causeway involved in this proceeding. The Commission may not however fix the rates of toll to be charged only one class of users of said bridge. It must in exercising its jurisdiction fix the rates of toll to be charged all users.

It is the opinion of this Commission that it has jurisdiction to fix the tolls for the "Venetian Way" operated by Miami Bridge Company and that the exercise of this jurisdiction has been properly invoked by the petition of The Miami Beach Railway Company.

It is therefore CONSIDERED, ORDERED AND ADJUDGED that the Motion to Dismiss the Petition be denied and that the Motion to Strike the Pleas to the Jurisdiction be granted.

It is further ORDERED AND ADJUDGED that a hearing will be held by this Commission at 10:00 o'clock A. M., Tuesday, August 1, 1944, at the Dade County Court House in Miami, Florida, for the purpose of fixing and regulating the tolls, charges, uses and hours for keeping open for traffic, of the toll bridge or causeway operated by Miami Bridge Company between Miami and Miami Beach, Florida, known as the "Venetian Way."

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 18th day of May, A. D. 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1392

DOCKET NO. 1493

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
IN THE MATTER OF RATES CHARGED BY MIAMI BRIDGE COMPANY FOR USE OF VENETIAN WAY, a toll causeway between the Cities of MIAMI AND MIAMI BEACH, FLORIDA.

ORDER DENYING MOTION FOR REHEARING

This matter coming on this day to be heard on the Motion of Miami Bridge Company for a rehearing herein, and the Commission being fully advised in the premises it is, therefore, in consideration thereof

ORDERED AND ADJUDGED that said Motion for Rehearing be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, at its office in the City of Tallahassee, Florida, this 10th day of June, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1393

DOCKET NO. 1511

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of the Atlantic Coast Line Railroad Company seeking authority to establish carload rates on LOGS IN TRAIN LOAD LOTS, regardless of weight, from Walling, Florida, to Lacoochee, Florida.

This matter came on for consideration by the Commission upon the representation of R. J. Doss, Vice President of the Atlantic Coast Line Railroad, and J. L. Roe, on behalf of the Cummer Sons Cypress Company of Florida. Petitioners seek relief from the Florida Long and Short Haul Law and provisions in our Freight Rule 2, in order to permit establishment by the Railroad Company of rate of \$13.50 per car, regardless of weight, in trainload lots, 28 cars minimum, from Walling, Florida, to Lacoochee, Florida, cars to be loaded in a safe and satisfactory manner with due regard to the capacity of cars and the safety of operation, PROVIDED, that if at any time the Cypress Company is partially prevented by any cause beyond its control from complying with the agreed monthly tonnage requirements of 9 minimum trainload lots of 28 cars each, the Railroad Company at its election may apply the following charges on such reduced tonnage:

If the Number of Trains per Calendar Month is:	
The Charge per Car Shall be:	
8	\$14.00
7	14.50
6	15.00
5	15.50
4	16.00
3	16.50
2	17.00
1	17.50

1. The Lumber Company operates a large saw mill and crate material plant at Lacoochee, Florida, with facilities for the conversion of cypress, pine, gum and hardwood logs into lumber and box or crate material. The available standing timber in the vicinity of Lacoochee is rapidly being depleted, the indications being that the supply will be exhausted within a period of approximately three years and, if the Lumber Company is to continue in operation at Lacoochee, it must look elsewhere for its supply of logs.

2. The Lumber Company is negotiating for purchase of 60 million feet of standing timber in Lake County, Florida, in the vicinity of Cassia, along or near the line of the Railroad Company between Sanford and Tavares. The purchase of this tract of timber is contingent upon the Railroad Company being permitted to establish the rates from which authority to publish is herein sought.

3. The Lumber Company, in order to keep its facilities at Lacoochee in full operation, desires to cut the timber into logs to be transported

in trainload lots from Walling to Lacoochee, there to be manufactured into lumber and box or crate material, the manufactured product to be shipped from Lacoochee via the Railroad Company.

4. The Lumber Company states that it cannot profitably move the logs from Walling to Lacoochee at a greater transportation cost than the charges set forth above, and, in order to obtain rates that low is willing to forward the logs in trainload lots, and is agreeable to the proposed rates being made subject to a trainload minimum of 28 cars and a minimum of 9 trains per calendar month.

5. The Railroad Company desires to establish the proposed rates because it believes that, unless it hauls these logs to Lacoochee for manufacture into lumber, box or crate material, the Lumber Company, in the event purchase is made of the timber in the vicinity of Cassia, will transport the logs in trucks to Lacoochee and likewise utilize trucks in the handling of the outbound manufactured product from Lacoochee. The Lumber Company advises that sufficient equipment is already available to truck these logs. In the event the timber is purchased and the logs are moved by truck, the Lumber Company would be deprived of the rail transportation which it prefers, and the Railroad Company would receive no revenue whatever from the handling of this timber. The Railroad Company feels that it can profitably handle the logs from Walling to Lacoochee at the proposed rates.

6. The distance from Walling to Lacoochee is 74 miles. The present rates on logs are: (a) when over 6 feet in length, 6 cents per 100 pounds, minimum 40,000 pounds, and (b) when not over 6 feet in length, \$16.80 per car 40,000 pounds, excess in proportion.

7. Petitioners state that there are no similar situations existing at any intermediate point between Walling and Lacoochee; further, that there are no tracts of standing timber between these points from which logs can be produced in sufficient quantities to permit of regular shipments in trainloads of 28 cars; and, further, there are no mills located at intermediate points which are likely to desire rates of the character here contemplated.

8. The Railroad Company states that, should similar situations arise in connection with other movements of logs between points on its line in Florida, it is willing to undertake the establishment of corresponding rates, provided, of course, such rates be made subject to a minimum number of cars per train, which minimum will reflect the maximum number of cars which can be handled economically in one train from origin to destination involved.

9. The statutes of the State of Florida prohibit a railroad company from making any unjust discrimination in its rates for the transporta-

tion of freight, or for the use and transportation of any railroad car, but specific provision is made that this shall not prevent any railroad company from giving reduced rates for the transportation of freight wholly within the State of Florida for the encouragement of manufacturing industries within the State of Florida, provided that such reduced rates shall be given without discrimination, and shall be published in the schedule and rate sheets of such common carriers.

10. The Railroad Commission of the State of Florida has carefully considered this application and is of opinion that it should be granted in the interest of encouraging manufacturing industries within the State of Florida.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of the Atlantic Coast Line Railroad Company for relief from the Florida Long and Short Haul Law, and this Commission's Freight Rule 2, in order to permit the establishment by the railroad company of the rates on logs, regardless of weight, in trainlot lots, as set forth in first paragraph of Page 1 of this order, from Walling, Florida, to Lacoochee, Florida, be, and the same is, hereby **APPROVED**.

It is **FURTHER ORDERED** that cars to be loaded shall be in a safe and satisfactory manner with due regard to the capacity of the cars and the safety of operation.

It is **FURTHER ORDERED** that, should similar situations arise in connection with other movements of logs between points on its line within the State of Florida, the Atlantic Coast Line Railroad Company is hereby required to establish corresponding rates, such rates to be made subject to a minimum number of cars per train, which minimum will reflect the maximum number of cars that can be handled economically in one train from origin to destination involved.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 8th day of June, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1394

DOCKET NO. 1217

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of **ST. JOSEPH TELEPHONE AND TELEGRAPH COMPANY** for approval of Original Sheet, Section One, Page One,

General Exchange Tariff and Original Sheet, Section One, Page Two.

It appears to the Commission that St. Joseph Telephone and Telegraph Company has entered into an agreement with the United States Army to provide a P.B.X. Switchboard, non-multiple type, at Camp Gordon Johnston, Florida, in Areas 2, and 3, and also at the Apalachicola Army Air Base. Charges provided for as in Original Sheet, Section One, Page One, General Exchange Tariff having to do with Special rates at Camp Gordon Johnston, Florida, for the switchboard; charges for Apalachicola Army Air Base as provided for in Original Sheet, Section One, Page Two of the General Exchange Tariff having to do with special rates, Apalachicola Army Air Base.

These rates have been agreed to by both Company and the United States Army officials and the Commission is of the opinion that Original Sheet, Section One, Page One, General Exchange Tariff and Original Sheet, Section One, Page Two of the General Exchange Tariff, St. Joseph Telephone and Telegraph Company, should be approved.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Original Sheet, Section One, Page One, General Exchange Tariff and Original Sheet, Section One, Page Two, General Exchange Tariff, St. Joseph Telephone and Telegraph Company be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, on this the 21st day of July, 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1395

DOCKET NO. 1508

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of ATLANTIC COAST LINE RAILROAD COMPANY,
to abandon station building at Loughman, Florida.

ORDER GRANTING APPLICATION

Pursuant to notice No. 823, dated June 1, 1944, the above matter came on for a formal hearing before the Railroad Commission of the State of Florida, in session at the Angebilt hotel, Orlando, Florida, at 10:00 A. M. July 5, 1944.

E. B. Rush, Supt. of Transportation, Atlantic Coast Line Railroad, Jacksonville, Florida, appeared for applicant.

No one appeared for protestants.

The Atlantic Coast Line station building at Loughman, Florida, of wooden construction, is sought to be abandoned on account of insufficient traffic to justify its maintenance.

The testimony discloses that during the year 1943, there were no outbound L. C. L. shipments forwarded from Loughman and only fourteen inbound shipments were received, all of which originated at points beyond the Atlantic Coast Line Railroad and the total gross receipts of the fourteen shipments amounted to only \$27.50, of which the Atlantic Coast Line Railroad's proportion was estimated at less than fifty per cent. Such small amount of revenue does not take care of the maintenance and insurance on said station building and there appears to be no developments in sight which would cause an increase in revenue.

It is proposed to continue the handling of car load freight at Loughman without any interruption of service by reason of the abandonment of said station building.

Applicant desires to dismantle said building and use the materials elsewhere in conformity with the request of the War Production Board that all material be utilized from every facility which can be abandoned because of the extreme shortage of material.

The Commission, after duly considering the evidence, is of the opinion that the application should be granted.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED?** by the Railroad Commission of the State of Florida that the application of the Atlantic Coast Line Railroad Company for authority to abandon and dismantle its station building at Loughman, Florida, be and the same is hereby granted.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, on this the 5th day of July, A. D. 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1396

DOCKET NO. 1510

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Re: Application of A. C. L. RAILROAD COMPANY to abandon station building at Cleveland, Florida.

ORDER GRANTING APPLICATION

Pursuant to Notice No. 822, dated June 1, 1944, the above matter came on for a formal hearing before the Railroad Commission of the State of Florida, in session at the County Court House in Arcadia, Florida, at 10 A. M., July 8, 1944.

E. B. Rush, Supt. Transportation, A. C. L. Railroad Company, Jacksonville, Florida, appeared for applicant.

No one appeared for protestants.

The A. C. L. Railroad station building at Cleveland, Florida, is sought to be abandoned on account of insufficient traffic to justify its maintenance.

The testimony discloses that for the year 1943 there were no shipments of L. C. L. freight forwarded from Cleveland and no shipments of carload freight either received or forwarded. For the same year there were only four shipments of L. C. L. freight received at Cleveland, the gross revenue from this traffic amounting to \$18.40, which small amount will not take care of the maintenance and insurance on said station building.

The applicant proposes to keep the public team track intact so that said facility will be available if any carload shipments should develop from this station.

It appears from the testimony that Cleveland is only four miles from Punta Gorda and that the present station building at Cleveland is in need of repairs and the necessary materials therefor have been greatly curtailed by the War Production Board.

The Commission, after duly considering the evidence, is of the opinion that the application should be granted.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of the A. C. L. Railroad Company for authority to abandon and dismantle its station building at Cleveland, Florida, be, and the same is hereby granted.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its offices in the City of Tallahassee, Florida, this 7th day of July, A. D. 1944.

EUGENE S. MATTHEWS, Acting Chariman.

ORDER NO. 1397

DOCKET NO. 1509

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Re: Application of A. C. L. RAILROAD COMPANY to abandon station building at Gardner, Florida.

ORDER GRANTING APPLICATION

Pursuant to Notice No. 822, dated June 1, 1944, the above matter came on for formal hearing before the Railroad Commission of the State of Florida, in session at the County Court House in Arcadia, Florida, at 10 A. M., July 7, 1944.

E. B. Rush, Supt. Transportation, A. C. L. Railroad Company, Jacksonville, Florida, appeared for applicant.

No one appeared for protestants.

The A. C. L. Railroad station building at Gardner, Florida, is sought to be abandoned on account of insufficient traffic to justify its maintenance.

Testimony discloses that the station building at Gardner, Florida, is located nine miles north of Arcadia, and ten miles south of Wauchula. For the year 1943, 33 L. C. L. shipments were received at Gardner. The gross revenue from these shipments was \$97.72, which is insufficient to pay the cost of maintenance of said station building. There were no L. C. L. shipments forwarded from Gardner during the year 1943, and no carload shipments were either received or forwarded. The applicant proposes to retain the public team track as presently located. It further appears from the evidence that Gardner is served by the Tamiami Trail Truck Lines and the Glades Motor Lines and that the population within a radius of one mile of Gardner will probably not exceed fifty persons.

Applicant desires to dismantle said station building and use the materials elsewhere in conformity with the request of the War Production Board.

The Commission, after duly considering the evidence, is of the opinion that the application should be granted.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of the A. C. L. Railroad Company for authority to abandon and dismantle its station building at Gardner, Florida, be, and the same is, hereby granted.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its offices in the City of Tallahassee, Florida, this the 7th day of July, A. D. 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1398**DOCKETS NO. 1061 AND 1512****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Application of BEE LINE FERRY, INC., a corporation, and PORT AUTHORITY OF THE CITY OF ST. PETERSBURG, FLORIDA, for authority to transfer the Bee Line Ferry franchise.

ORDER APPROVING TRANSFER

The Railroad Commission of the State of Florida held a formal hearing on above matter at its Hearing Room, Supreme Court Building, in the City of Tallahassee, Florida, on September 26, 1944 at 10 A. M. pursuant to Notice No. 826, dated September 7, 1944:

James R. Bussey appeared for applicant, Bee Line Ferry, Inc.

Allen Grazier appeared for applicant, Port Authority of the City of St. Petersburg, Florida.

Lewis Wray appeared for the City of St. Petersburg supporting the application.

No one appeared in opposition to the application.

Applicants seek by this proceeding to have the Railroad Commission of the State of Florida approve the transfer from Bee Line Ferry, Inc., to Port Authority of the City of St. Petersburg, Florida, of the franchise heretofore issued by said Commission to Bee Line Ferry, Inc., which franchise authorizes the operation of a ferry across the waters of Tampa Bay from Pinellas Point in Pinellas County to Piney Point in Manatee County.

From the evidence adduced at this proceeding the Commission finds that the applicants have complied with the requirements of law and the rules of this Commission relating to the transfer of franchises authorizing the operation of ferries; that no objections have been interposed to the transfer now under consideration and that said transfer ought to be authorized and approved by this Commission.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the point application aforesaid for the approval of the transfer of the Bee Line Ferry franchise from Bee Line Ferry, Inc., to the Port Authority of the City of St. Petersburg, Florida, be and the same is hereby **AUTHORIZED** and **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its offices in the City of Tallahassee, Florida, this 11th day of October, 1944.

JERRY W. CARTER, Chairman.

**Motor Transportation
Department**



MOTOR TRANSPORTATION DEPARTMENT

During the calendar year 1944, the Commission had an average of twelve inspectors whose duties included the enforcement of provisions of the Florida Motor Transportation Act. During that period the inspectors made:

Number of Arrests	74
Convictions	68
Cases Dismissed	3
Cases Pending	5
Number Investigations	5,000
Number Road Inspections	13,750

The above information represents generally the activity of the field force of inspectors of the Florida Railroad Commission whose duties require the general policing of motor truck transportation over the highways of the State of Florida of all motor vehicles operating under the jurisdiction of the Railroad Commission and in addition the policing and inspection of private carriers not under the jurisdiction of this Commission for the determination of whether or not such private carriers were engaging in the transportation for hire of commodities not exempt under the provisions of the Motor Transportation Act.

The field inspectors of the Florida Railroad Commission, by virtue of the highly specialized nature of their work are required to be informed as to all laws, rules and regulations both of the Florida Motor Transportation Laws, and the Federal Motor Carrier Act so that they may efficiently and expeditiously handle all matters pertaining to transportation, both interstate and intrastate. They are called upon almost daily to investigate complaints made by shippers relative to rates, fares, charges and services of motor transportation companies. Almost daily the Commission receives complaints originating either from the shipping public or from the carriers and these complaints are transmitted to the inspector in the territory involved directing that he make a complete investigation and submit same back to the Commission with his recommendations.

The inspectors are required to make road inspections of all carriers under the jurisdiction of this Commission for the purpose of ascertaining whether or not the proper mileage tax is being reported by the carrier to the Comptroller's office and due to such reports and activity on the part of the field force a considerable amount of revenue has been derived by the auditors of the Comptroller's office in checking against the carriers' monthly reports.

At the time of this report there is registered with this Commission as is shown in the breakdown of carriers below, approximately 611 carriers operating approximately 6,127 units of equipment which require regular policing as to compliance with the general rules and regulations applicable to their operation, safety of operation, hours of service of employees and the general service rendered to the traveling and shipping public.

The Comptroller's office reports to the Commission that during the year 1942 there was a gross collection of mileage tax paid by the carriers of approximately \$484,000.00; during the year 1943 a gross collection of 650,000.00, and during the calendar year of 1944 a gross collection of \$675,396.05.

Of the above number of carriers operating in the State of Florida there are 201 carriers operating approximately 2,216 units of equipment that are enjoying reciprocity as between the several states, that is to say, an agreement has been made between Florida and 33 states whereby carriers domiciled in the reciprocal states may operate in purely interstate commerce (contingent, however, upon authority granted by the Interstate Commerce Commission into the State of Florida) without the requirement of the payment of mileage tax. Such carriers operating under reciprocal agreement, however, must apply to this Commission for a Certificate of Registration showing proof of authority from the Interstate Commerce Commission to engage in interstate commerce into the State of Florida. Such carriers are required to file a Certificate of Insurance to protect the general public against public liability and property damage and they must also comply with the police regulations of the Florida Motor Transportation Act.

During the present emergency the Commission's inspectors have been called upon by camp commanders at the various Army and Navy bases in Florida to assist them in ironing out difficult transportation problems. Only experienced men highly specialized in this class of work and with a thorough knowledge of transportation and its varied problems could have so successfully worked these situations out.

The State of Florida is recognized by all other states as having the best regulated form of motor transportation in the United States and this could have only been accomplished by the effective work of an experienced field organization.

DIGEST OF APPLICATIONS FILED WITH THE RAILROAD
COMMISSION 1944:

COMMON CARRIERS

Applications Common Carriers	6
Applications Granted	2
Applications Dismissed or Withdrawn	4
Applications for Transfer	15
Applications for Extensions	9

CONTRACT CARRIERS

Applications Granted	3
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LIMITED COMMON CARRIERS

Applications Granted	3
Applications Denied	2
Citations	173

CERTIFICATES AND PERMITS IN EFFECT:

Common Carriers	56
Contract Carriers	31
Intrastate Special Permit	36
Intrastate Limited Common Carriers of Household Goods	63
Certificate of Registration Not Reciprocal	19
Passenger Permit (For Hire) Carriers	205
Certificate of Registration Reciprocal Carriers	201

NUMBER PIECES OF EQUIPMENT LISTED WITH

THE COMMISSION:

Common Carriers	1,621
Contract Carriers	208
Permit—Passengers	752
Certificate of Registration	594
Reciprocal	2,216
Special Freight Permit	11
Limited Common Carrier	721

INTRASTATE SPECIAL PERMIT CARRIERS AND CERTIFICATE HOLDERS

Name and Address	December 31, 1944	
	Permit and	Certificate No.
Burgess, Arthur S. Ocala, Florida		148
Blowers, Tom H. 1271 Hollywood Avenue, Jacksonville, Florida		401
Bowden, Leroy Perry, Florida	12 Limited Ctf.	
Cruikshank Motor Truck Service Jacksonville, Florida		249
Cordell, Henry Elmer Sanford, Florida		242
Dow, Maurice Melbourne, Florida		660
Dickinson, W. A. Transfer 2335 N. Miami Avenue, Miami, Florida		135
Fry, Emil High Springs, Florida		497
Franklin's Transfer P. O. Box 1983, Ft. Myers, Florida		153
Fidelity Storage & Warehouse Co. Orlando, Florida		494
Growers & Shippers Transfer Co. Pompano, Florida		140
Hart Machinery Co. Tampa, Florida		550
Hollywood Storage & Transfer Hollywood, Florida		498
Hull, Roscoe L. Ft. Lauderdale, Florida		47
Johansen, Walter Pensacola, Florida		636
Kniffin Transfer Co. 240 SW River Drive, Miami, Florida		3

Kennelly Transfer & Storage Co. 724 Pippin Street, Jacksonville, Florida	134
Leonard Bros. Transfer & Storage Co. 1944 NW 7th Ave., Miami, Florida	169
Moed's Transfer Co. Foot of Julia Street, Jacksonville, Florida	5 Ltd. Ctf.
Miami Transfer Co. 1000 NW River Drive, Miami, Florida	168 & 647
McFarlin, Maurice N. Tampa, Florida	361
Mills & Williams 309 NW 27th Ave., Miami, Florida	20
M. R. & R. Trucking Co. Valpariso, Florida	11
Parham, Robert L., Inc. 29 SE 5th Ave., Miami, Florida	9
Ploof Transfer Co. South Jacksonville, Florida	138
Redwing Petroleum Carriers, Ltd. Tampa, Florida	Ltd. Ctf. 18
Ridgeway Transfer & Storage Co. Orlando, Florida	131 & 129
Ryder Trucking Co. 92 NE 20th St., Miami, Florida	212
Sarasota Transfer & Storage Co. Sarasota, Florida	4 Ltd.
Troup Brothers 4151 S. Dixie Highway, Miami, Florida	14
Tompkins, M. E. Lake City, Florida	241
Union Transfer & Storage Co. 316 NE 14th St., Miami, Florida	256
Watkins Motor Lines, Inc. Thomasville, Georgia	Ltd. 26
White Star Line 413 W. Main Street, Ocala, Florida	66

Withers, John E. Transfer Co. 100 NE First St., Miami, Florida	118
Wood-Hopkins Contracting Co., Inc. Jacksonville, Florida	141

COMMON CARRIERS

December 31, 1944.

B—Denotes Bus
T—Denotes Truck

Name and Address	Certificate No.
B—Atlantic Greyhound Corp., 601 Virginia Street, Charleston, West Virginia	1-A, 130, 132 and 160
T—Atlantic Coast Line RR Co., Port Tampa, Florida	17
T—Acme Freight Lines, Inc., 141 Davis Street, Jacksonville, Florida	185
B—Alga Coach Line Dothan, Alabama	211
B—R. C. Bass, Rte. 5, Box 268, Tallahassee, Fla.	125
B—J. E. Cannon, d/b/a, Coastal Stages, Inc., Floralla, Alabama	216
B—Cocoa & Penn Motor Lines, Cocoa, Florida	237
T—Central Truck Lines, Inc., 1011 Jackson St., Tampa, Florida	56
T—C & H Transfer & Storage Co., Ft. Lauderdale, Florida	147
B—City of Avon Park Avon Park, Florida	254
B—Florida Transportation Co., 519 Biscayne Blvd., Miami, Florida	260
B—Florida Motor Lines, Corp'n., P. O. Box 329, Jacksonville, Florida	8
T—Fogarty Bros. Transfer Co., Inc., 824 12th Avenue, Bradenton, Florida	65

T—Five Transportation Co., 301 Gloucester Street, Brunswick, Georgia	15
T—Martin Sack & J. D. Kluttz, Trustees, Flamingo Truck Lines, Inc., 2nd and Pearl Streets, Jacksonville, Florida	228
B—Florida-Alabama Motor Lines, Troy, Alabama	246
B—Gulf Coast Motor Lines, Inc., Tampa, Florida	162
B—Georgia Stages, Inc., Albany, Georgia	194
T—Great Southern Trucking Co., 1961 Clarkson Street, Jacksonville, Florida	180 & 52
B—Georgia-Florida Coaches, Inc., Lake City, Florida	238
B—Glades Motor Lines, Inc., Lakeland, Florida	Leasee of Glades "K" Motor Lines, W. Palm Beach, Fla.
B—Hartsell Brothers, Lakeland, Florida	224
T—Hunt Truck Line, 302 N. Jefferson Avenue, Tampa, Florida	166
T—Highway Transportation Co., Blountstown, Florida	128
T—K & L Transportation Co., Inc., 802 Ava Street, Waycross, Georgia	178
B—Lake Wales Bus Line, Lake Wales, Florida	262
B—Lake City Transportation Co., Lake City, Florida	250
B—Lee's Coach Lines, Marianna, Florida	4
B—Miller, John Oliver St. Augustine, Florida	210
B—Myers, Fred W., 1116 NW 2nd St., Miami, Florida	140

B—Monroeville Bus Company, Monroeville, Alabama	200
T—McJunkin, Wayne F., Box 194, Fernandina, Florida	42
B—Metropolitan Transit Co., Miami, Florida	229
T—Miami Transfer Co., 1717 NW 7th Ave., Miami, Florida	168
B—Melbourne Bus Line, Melbourne, Florida	269
T—Overseas Transportation Co., Inc., 228 SW North River Drive, Miami, Florida	146
B—Orlando Transit Co., Orlando, Florida	209
B—Orange Lines, Inc., 405 Graham Building, Jacksonville, Florida	232
B—Panama City Transit Co., Inc., Panama City, Florida	235
B—Perry Bus Company, Perry, Florida	257
B—Platt Motor Lines, Madison, Florida	259
B—Red Adams Bus Line, 53 NE 1st St., Miami, Florida	256
T—St. Andrews Bay Transportation Co., Panama City, Florida	138
B—Southeastern Greyhound Lines, Inc., 67 Ellis Street, East, Atlanta, Georgia (Also Jacksonville)	1
B—Southern Tours, Inc., 25 Fourth St. No., St. Petersburg, Florida	60
T—Seaboard Airline Ry. Co., Receivers, Norfolk, Virginia	183
T—St. Johns River Line Company, Foot Ocean St., West, Jacksonville, Florida	80
B—Suwannee & Gulf Stages, Mayo, Florida	220

B—Town-of-Pass-a-Grille, Pass-a-Grille Beach, Florida	90
T—Tamiami Trail Tours, Inc., 1010 East Lafayette St., Tampa, Florida	28
B—Tampa Air Base Bus Lines, Inc., Tampa, Florida	236
B—Transit Lines, Inc., Ft. Myers, Florida	253
B—Union Bus Company, 124 Jefferson St., Jacksonville, Florida	26
T—Union Express Freight Co., NW Corner Commerce & Conti Sts., Mobile, Alabama	94
B—Weaver, Eugene Mack, Bristol, Florida	231
T—Welch's Transfer, Tallahassee, Florida	241

Name and Address	Certificate No.	
Blalock, J. J. Ocala, Florida	No. 218	Petroleum
Boynton, C. J. Tallahassee, Florida	No. 240	Petroleum
Colliers Terminal Whse. & Van Ocala, Florida	No. 228	Sears, Roebuck and Company
Cox, Percy 997 N.W. 69th Street Miami, Florida	No. 196	Explosives
Coats Motor Transfer Co. Ft. Pierce, Florida	No. 46	Rath Packing Co. A & P Tea Co.
Cooper Truck Line Rt. 5, Box 94 Jacksonville, Florida	No. 75	A & P Tea Co.
G. J. Creeden Orlando, Florida	No. 193	Beer

Florida Hwy. Express Co. Madison and Brush Sts. Tampa, Florida	No. 61	A & P Tea Co.
Green Transfer Company P. O. Box 52 Tampa, Florida	No. 149	Industrial Electric Co. Sherman Concrete Pipe Co. Otis Elevator Co.
Holstun & Sons Ocala, Florida	No. 121	A & P Tea Co.
James, Mrs. Susie G. 7606 Nebraska Avenue Tampa, Florida	No. 20	Petroleum
Kelley, J. J. Orlando, Florida	No. 191	A & P Tea Co.
Layton, D. A. W. Robinson Avenue Orlando, Florida	No. 24	Aviation Gasoline
Lane, John G. 4143 San Juan Avenue Jacksonville, Florida	No. 215	Bakery Products
National Convoy & Trucking Co. Box 781 Jacksonville, Florida	No. 122	Ford
O'Steen, N. B. High Springs, Florida	No. 205	Passengers ACL Ry.
Peterson, L. L. Lakeland, Florida	No. 369	Montgomery Ward
Petroleum Transport Co. C. C. Stanton Hastings, Florida	No. 251	Fuel Oil (Shell Oil)
Ramsdell, A. W. 423 S. Orange Ave. Orlando, Florida	No. 267	Army QM Corps
Richards, Thomas L. 429 Okeechobee Road West Palm Beach, Florida	No. 225	Montgomery Ward
Robinson Transfer L. H. Sims Sanford, Florida	No. 156	Crown Paper Co.

Russ Truck Line Winter Garden, Florida	No. 265	Atlantic Ice Co.
Shipe Trucking Corp. Winter Haven, Florida	No. 224	Canned Citrus and Empties
Smith, E. S. c/o A & P Tea Co. Jacksonville, Florida	No. 190	A & P Tea Co.
Sarasota Transfer & Storage Company, Inc. Sarasota, Florida	No. 217	Sears, Roebuck & Co.
Stansell, Ulmer & Stansell Palm Harbor, Florida	No. 264	Atlantic Ice Co.
Terminal Transfer Co. c/o A & P Tea Co. Jacksonville, Florida	No. 192	A & P Tea Co.
Warehouse, Inc. Tampa, Florida	No. 179	Proctor & Gamble, Diamond Match Co., Rumford Co., Welch Grapejuice Co.
Yarnall Warehouse Lakeland, Florida	No. 201	Montgomery Ward
Young, Roy Oscar St. Cloud, Florida	No. 255	Railway Express

INTRASTATE LIMITED COMMON CARRIERS

Name and Address	December 31, 1944 Certificate No.
American Transfer Company, Tampa, Florida	213
Arrow Transfer Company, Tampa, Florida	165
Ace Transfer—H. W. Scramlin 842 1st Ave., North, 329 9th St., St. Petersburg, Florida	23
American Van & Storage Company, Miami, Florida	351
Bee Line Transfer Co., 237 S. Water St., Tampa Florida	123

Bowden, Leroy Perry, Florida	12
Burgess, Arthur S. Ocala, Florida	148
Brandon Transfer & Storage 322 6th St., West Palm Beach, Florida	85
Brown Transfer & Storage Company West Palm Beach, Florida	221
Blocker Transfer & Storage Co., Inc., St. Petersburg, Florida	2
Bailey, O. B., Transfer Co., Sarasota, Florida	245
Cruikshank Motor Truck Service Jacksonville, Florida	249
C. & H. Transfer & Storage Company Ft. Lauderdale, Florida	147
City Transfer Company, Inc., Tampa, Florida	158
Collier's Terminal Warehouse & Van Company Ocala, Florida	31
Coats Motor Transfer Ft. Pierce, Florida	311
Central Transfer & Storage Co., St. Petersburg, Florida	163
Caldwell Bonded Warehouse, Inc., 101 12th St., Tampa, Florida	125
Cordell, Henry Elmer Sanford, Florida	242
City Transfer & Storage Sebring, Florida	19
Delcher Bros. Storage Company, Inc., Jacksonville, Florida	116
Edwards, F. L. New Smyrna, Florida	238
Eastern Moving & Storage Company Miami, Florida	307

Flash Express & Storage Company, Inc., 251 SW 1st Court, Miami, Florida	301-A
Fidelity Storage & Warehouse Co., 53-61 W. Jackson St., Orlando, Florida	494
Ferris Warehouse & Storage Company, Pensacola, Florida	239
Fulford Van & Storage Company, 21 W. Central Ave., Orlando Florida	105
Franklin's Transfer, P. O. Box 1983, Ft. Myers, Florida	153
Green Bros. Transfer & Storage, Clearwater, Florida	11
Grubb, Paul Claude, 2054 Main St., Jacksonville, Florida	250
Green Transfer Company, 1102 Ashley St., Tampa, Florida	149
Harrell Transfer & Storage Company Tallahassee, Florida	1
Howard Transfer Company, 229 Boone, St., Orlando, Florida	310
Haywood, Ben, 1404½ Tampa St., Tampa, Florida	16
Holland Transfer Company Lakeland, Florida	87
Hill's Transfer Tallahassee, Florida	258
Horton, C. W. Port St. Joe, Florida	10
Johnson, Bill Transfer Company 710 Fifth Ave., N., St. Petersburg, Florida	158
Kite Transfer 440 W. Orange St., Gainesville, Florida	76
Kennelly Transfer & Storage Co. 724 Pippin St., Jacksonville, Florida	134
Lee Terminal & Warehouse Company Box 1303, Tampa, Florida	127

Leonard Bros. Transfer & Storage 1944 NW 7th Ave., Miami, Florida	169
Motor Fuels Carriers, Inc. 200 S. Tampa St., Tampa, Florida	15
Ploof Transfer Co. South Jacksonville, Florida	138
Petroleum Carrier Corporation Box 677, Jacksonville, Florida	19
Roberts, M. O. DeLand, Florida	8
Rapid Express Company 73 E. Church St., Jacksonville, Florida	119
Ridgeway Transfer Company, Inc. Daytona Beach, Florida	131 and 129
L. H. Sims, dba. Robinson Transfer Company, Sanford, Florida	304
Shaw Furniture Transfer 1817 Liberty St., Jacksonville, Florida	40
Southern Transfer & Storage Company, Inc. 1901 5th Ave. So., St. Petersburg, Florida	41
Suddath Moving & Storage Co. 315 - 19 E. Bay St., Jacksonville, Florida	88
Service Transfer 405 S. Poinsetta Ave., West Palm Beach, Florida	240
Suddath Moving & Storage Co. 1727 Grand Central Ave., Tampa, Florida	130
Sarasota Transfer & Storage Co. Sarasota, Florida	164
Tompkins, M. E. Lake City, Florida	241
Union Transfer & Storage Co. 316 NE 14th St., Miami Beach, Florida	256
Van Horn Transfer & Storage Co. Panama City, Florida	7
White Star Line 413 W. Main St., Ocala, Florida	66

Withers, John E. Transfer Co. 1000 NE First St., Miami, Florida	118
Washington Storage Company, Inc. 1001 Washington Ave., Miami Beach, Florida	248
Yarnall Warehouse & Storage Company Lakeland, Florida	133
Zorn Transfer Company Palatka, Florida	6

CERTIFICATE OF REGISTRATION

December 31, 1944

Name and Address	Certificate No.
A. Arnold & Son Transfer & Storage 2600 W. Broadway, Louisville, Kentucky	91
Atherton Transfer & Storage Wichita, Kansas	97
Aalco Express Company, Inc. 3519 Page Bldg., St. Louis, Mo.	81
Boynton, Chas.—Lessee of McDowall Transport, Inc. Jacksonville, Florida	38
Biloxi Transfer & Storage Company, Inc. 440 Reyhoir St., Biloxi, Mississippi	82
Hudson, Fines B. Overland, Missouri	95
Kenosha Auto Transport Corp. Kenosha, Wisconsin	11
Kings Van and Storage Co. 6 NE 6th St., Oklahoma City, Oklahoma	91
Mrazek Transfer & Storage Co. 511 Locust St., St. Louis, Mo.	22
P. T. Malone dba Malone Horse Transportation Service Coral Gables, Florida	75
Maxwell, Wm. Ray P. O. Box 892, Tallahassee, Florida	62
Meyer, Edwin Wendy Miami, Florida	85

E. R. McGehee, dba McGehee Transfer & Storage Co., Jackson, Miss.	80
O. K. Transfer & Storage Co. Arcade Bldg., Gulfport, Mississippi	83
Philadelphia Detroit Lines, Inc. 917 W. Adams St., Jacksonville, Florida	28
Southern Truck Lines 812 Graham Bldg., Jacksonville, Florida	96
Sloan's Moving & Storage Co. 1167 Hodiament Ave., St. Louis, Mo.	26
Settle Moving Packing & Storage Co. 635 W. Main St., Louisville, Ky.	93
Saunders, Raymond R. 1528 Main Avenue, Springfield, Mo.	61

PASSENGER PERMIT CARRIERS

December 31, 1944

Ace Cabs Co., 1031 Fifth St., Miami, Florida	Burney, W. H., 615 8th St., West Palm Beach, Florida
Acme Cab Company, 340 23rd St., Miami Beach, Florida	Barlow, Baley B., Sebring, Florida
Airline Service, Inc., 400 W. Forsythe St., Jacksonville, Florida	Baldwin, Elmer T., 619 Meridian Avenue, Miami Beach, Florida
Allison, Truman E. 415 11th St., West Palm Beach, Florida	Berger, Sidney R., 960 Jefferson Ave., Miami Beach, Florida
C. H. Allen, d/b/a Allen's Taxi Company, Bartow, Florida	Berger, Sigmund, 744 Jefferson Ave., Miami, Florida
Aultman, E. E. Box 493, Panama City, Florida	Burrough, W. W., Winter Haven, Florida

A. M. Douberley, d/b/a
Best Cab Company,
Bartow, Florida

Boyd, Dan,
1928 Boulevard,
Hollywood, Florida

Brown, William,
1413 N.W. 4th Ave.,
Miami, Florida

Brawner, J. O.,
Arcadia, Florida

Blue and Gray Cab Co.,
115 W. Flagler St.,
Miami, Florida

Blue, Harmon,
Lake Worth, Florida

Bascom, Wm. O.,
314 Ora Street,
Daytona Beach, Florida

Batt, Geo. R.,
262 Sunset Avenue,
Palm Beach, Florida

Bachstet, Wm. F.,
519 Pilgrim Road,
West Palm Beach, Florida

Burgess, Albert,
419½ 4th Street,
West Palm Beach, Florida

Bell, Edward
437 Collins Avenue,
Miami Beach, Florida

Barrenblatt, Henry R.,
202 Ocean Drive,
Miami Beach, Florida

Barrenblatt, Sol,
202 Ocean Drive,
Miami Beach, Florida

Brown, Wm. O.,
525 7th Street,
West Palm Beach, Florida

Bryant, D. C.,
Wauchula, Florida

Bowman, Myrtice J.,
Bowman's Taxi,
Marianna, Florida

Carraway's Taxi Service,
Tallahassee, Florida

City Cab Company, Inc.,
P. S. & P. H. Mears,
27 E. Copeland Dr.,
Orlando, Florida

Carr, Charles W.,
31 N. Peninsular Drive,
Daytona Beach, Florida

Cole, Bert L.
Gasparilla, Florida

Catikos, Thomas,
No. 1, Smith Cottage,
Miami Beach, Florida

Charles, George,
P. O. Box 143
Riviera, Florida

Colored Taxicab Association,
Panama City, Florida

Conti Courtland and/or
Century Cab Company,
4519 Sheridan Avenue,
Miami Beach, Florida

Cook, Joseph F.,
416 14th St. North,
St. Petersburg, Florida

Collier, J. Lesley,
Avon Park, Florida

Calloway, Leo,
Marianna, Florida

Campbell, Robert J.,
2610 Central Avenue,
St. Petersburg, Florida

Cotton, E. M.,
Cottdale, Florida

Clearwater Transit and Hall's Taxi,
Clearwater, Florida

Dampier, Barney Lamar,
d/b/a Economy Cab,
Mann Road,
Bartow, Florida

Davis, E. C.,
Marianna, Florida

Ross LaByer, d/b/a
DeSoto Cab Service,
Arcadia, Florida

Deuchare, E. R.,
Hollywood, Florida

Diamond Cab Company,
2003 Grand Central Avenue,
Tampa, Florida

Earnest, D. M., d/b/a
E. & G. Taxi Service,
Avon Park, Florida

Earnest, Z. O.,
Avon Park, Florida

Eskriggs, Charlotte,
2234 W. Harding Street,
Hollywood, Florida

Ellis, James T.
120 E. Park Avenue,
Winter Park, Florida

Thomas E. Gordon, d/b/a
Economy Cab Company,
Orlando, Florida

Economy Cab Company,
Panama City, Florida

Freeland, Charles B.,
290 15th St. North,
St. Petersburg, Florida

Francis, Raymond L.,
Penney Farms, Florida

Freeman, Henry,
Box 913,
Miami Beach, Florida

Florida Cab Company,
Florida & Broad Sts.,
Tampa, Florida

Franko, Joe,
1068 4th St. North,
St. Petersburg, Florida

Farrow, Lester L.
Lake Worth, Florida

Frosch, Wm.,
c/o Everglades Club, Worth Ave.,
West Palm Beach, Florida

Farrell, Joseph J.,
826 Collins Avenue,
Miami Beach, Florida

Frakes, Paul K.
626 Highland St. North,
St. Petersburg, Florida

Florida Associates, Inc.,
Tallahassee, Florida

Florida Stages, Inc.,
Inverness, Florida

Flamingo Taxi,
Delray Beach, Florida

Florida Transportation Company,
N.E. 5th St. and Biscayne Blvd.,
Miami, Florida

Geiger, D. C., Jr.,
Carrabelle, Florida

Green Cab and Baggage Co.,
44 S.W. 3rd St.,
Miami, Florida

Galbut, Paul A.,
400 Euclid Avenue,
Miami Beach, Florida

Charles H. Shaffer & Homer Little,
d/b/a Grey Cab Company,
1515 Park Avenue,
Sanford, Florida

Gause, Addis E.,
Marianna, Florida

Gilbert, Roy,
Marianna, Florida

Haag, Ray L.,
Zephyrhills, Florida

Hill's, Inc.,
25 4th St. N.,
St. Petersburg, Florida

Hilliard, J. R.,
West Palm Beach, Florida

Hever, Jack B.
320 14th Ave. N.,
St. Petersburg, Florida

Harden, H. W.,
Avon Park, Florida

Hatfield, Harold M.,
1011 Main St.,
Daytona Beach, Florida

Helmich, Geo.,
West Palm Beach, Florida

Henley, J. E.,
Bradenton, Florida

Hunt, H. B.,
Mulberry, Florida

Hoyt, Leon Laverne,
Green Cove Springs, Florida

Hancock, Shade, Jr.,
Fort Mead, Florida

Harrell, James,
502 20th St.,
West Palm Beach, Florida

Beaudin, Joel, d/b/a
Joe's Taxi,
Delray Beach, Florida

Jackson, John E.,
3604 Arlington Ave.,
Tampa, Florida

Jiffy Cab Service,
Bradenton, Florida

Jack's Taxi, Mrs. Plezzie Smith,
Main & Jackson St.,
Ft. Myers, Florida

Kapner, Herman,
612 15th St.,
Miami Beach, Florida

Knopp, Bernard,
704 1st St.,
Miami Beach, Florida

Krassner, Albert D.,
1355 Drexel Avenue,
Miami Beach, Florida

Kemp, J. W.,
308 Datura St.,
West Palm Beach, Florida

Kessler, Jack
922 Pennsylvania Avenue,
Miami Beach, Florida

Levine, Jacob,
710 Pennsylvania Avenue,
Miami Beach, Florida

Lord, E. B.,
116 Central Avenue,
Sarasota, Florida

Levine, Samuel C.,
2542 Palm Avenue,
Hialeah, Florida

Long's Taxi Service,
Lakeland, Florida

Leonard, Raymond H.,
Cor. Cleveland & Barden Sts.,
Clearwater, Florida

Mitchell, Evans,
1556 66th St. N.W.,
Miami, Florida

Matrin, Fitzhugh L.,
714 5th St.,
West Palm Beach, Florida

Malcolm, Herbert L.,
c/o Hillsboro Club Hotel,
Pompano, Florida

Miller, J. O., Cab Company,
St. Augustine, Florida

McIntosh, Ira J.,
16 Anthony Road,
Ocala, Florida

McKinney, Alvin,
P. O. Box 169,
Starke, Florida

Miami For Hire Car Assoc., Inc.,
11 N.E. 3rd Ave.,
Miami, Florida

Mountain Lake Corporation
Lake Wales, Florida

Murphy, David,
Box 2361,
Palm Beach, Florida

McKnight, James
Maitland, Florida

Miller, William H.,
917 Alamanda St.,
West Palm Beach, Florida

Miller, H.,
822 Lenox Ave.,
Miami Beach, Florida

McCormick, Clarence L.,
1119½ Okeechobee Road,
West Palm Beach, Florida

Mitchell, Theodore,
Brooksville, Florida

Mizel, Carl,
Live Oak, Florida

McAuley, E. P.,
1204 First St.,
Ft. Myers, Florida

Nimmons, Orrin M.,
715 6th Ave. South,
St. Petersburg, Florida

Neal, Frederick Joseph,
617 50th St.,
West Palm Beach, Florida

Nye, A. J.,
Winter Garden, Florida

Orange Lines, Inc.,
1190 King's Road,
Jacksonville, Florida

O'Neal, Ilda,
601 Wildwood Way,
Clearwater, Florida

Phillips, Miss Willette E.,
Zephyrhills, Florida

J. W. Stewart, d/b/a
Pop's Taxi,
Green Cove Springs, Florida

Luther M. Rogers and,
Walter Grey Rogers, d/b/a
Plummer's Taxi Service,
Tarpon Springs, Florida

Parker, Ralph N.,
Daytona Beach, Florida

Powell, Enoch,
135 S.W. 5th St.,
Delray Beach, Florida

Paris, Oscar,
320 Euclid Avenue,
Miami Beach, Florida

Pitman B. Earl,
231 Walton Blvd.,
West Palm Beach, Florida

Palmer, Percy F.,
756 Bay St. N.E.,
St. Petersburg, Florida

Pennell, Geo. E.,
P. O. Box 898,
Palm Beach, Florida

Price, Norman B.,
St. Petersburg, Florida

Price, Norman B.,
St. Petersburg, Florida

Presley W. Quinton,
Ft. Myers, Florida

Prettyman, Edith E.,
Oldsmar, Florida

Prince, John W.,
Naples, Florida

Roan's Taxi,
Ft. Myers, Florida
Alf Belcher, d/b/a

Roger's Taxi,
Sebring, Florida

L. L. Adams, Jr., d/b/a
Red Adams For Hire Cars,
Miami, Florida

Radio Cab Co., not Inc.,
Ft. Lauderdale, Florida

Rogel, Albert
No. 1 Smith Cottage,
Miami Beach, Florida

Rich, Capt. Harry C.,
1949 Madison St.,
Hollywood, Florida

Rollings, Geo. T.,
23 Hogan St.,
Jacksonville, Florida

Richardson, F. G.,
Vinoy Hotel and 724 3rd St. No.,
St. Petersburg, Florida

Red Top Cab & Baggage Company,
44 S.W. 3rd St.,
Miami, Florida

Ring, Francis E.,
Green Cove Springs, Florida

Red Top Diamond Cabs, Inc.,
Panama City, Florida

Rite Rate Cab Company,
110 Central Avenue,
St. Petersburg, Florida

Rubin, Joe,
203 Collins Avenue,
Miami Beach, Florida

Roberts, Annie Lee,
226 Booker Avenue,
Sebring, Florida

Sanders, Oscar L.,
218 N. Atlantic Ave.,
Daytona Beach, Florida

Springer Motor Company,
Hollywood, Florida

Sun Cab Company, Inc.,
108 4th St. South,
St. Petersburg, Florida

Seaman, Ralph Henry,
227 Michigan Avenue,
Miami Beach, Florida

Slaick, Earl H.,
Hollywood, Florida

Swaggerty, C. L.,
17 N.W. River Drive,
Ft. Lauderdale, Florida

Spangoli, Theodore,
Hollywood, Florida

Safety Cab Company, Inc.,
1022 W. Bay St.,
Jacksonville, Florida

Sam's Taxi Travel & Baggage
Service, Inc.,
Coral Gables, Florida

Snead, Ruth M.,
315 S. Ingram Ave.,
Lakeland, Florida

Sargent, Walter W.,
839 Hansen St.,
West Palm Beach, Florida

Sirmons, Carl,
1627 22nd Ave. North,
St. Petersburg, Florida

Singer, Sall,
66 Collins Ave.,
Miami Beach, Florida

Saliba, Thomas E.,
Marianna, Florida.

Strickland, Clayton,
Keystone Heights, Florida.

Smith, Oscar,
929 23rd St.,
Bradenton, Florida.

Seavey, Robert E.,
Green Cove Springs, Florida.

Starke Taxi Service,
Starke, Florida.

Smith, Genevieve,
Care City Hall Garage,
Bradenton, Florida.

Spears, Edd,
Shoemaker, SW,
Chipley, Florida.

Schwartz, Henry,
132 8th St.,
Miami Beach, Florida.

Sheffield, Charles,
Frostproof, Florida.

Smith, Walter H.
Ocala, Florida.
Safety Taxi Company, Inc.,
Panama City, Florida.

St. Augustine Transfer Co.,
St. Augustine, Florida.

Paul Rader, dba,
Safety Cab Company,
Lakeland, Florida.

Woodrow Shaw, dba,
Star Cab Company,
222 E. Union Street,
Gainesville, Florida.

Seeley, P. Mount, d/b/a,
Tropical Cab Company,
424 W. 40th St.,
Miami Beach, Florida.

Tarpon Cab,
James T. Read & Conley Sullivan,
Punta Gorda, Florida.

Tipton, William H.,
Clearwater, Florida.

Trotter, James L.,
Ocala, Florida.

Thomas, James H.,
1162 Highland St., North,
St. Petersburg, Florida.

Turner, J. B.,
Avon Park, Florida.

Tribeck, W. E.,
230 E. 7th St.,
Jacksonville, Florida.

Tampa Cab Company,
Jefferson and Lafayette Sts.,
Tampa, Florida.

Taylor, C. J.,
Carrabelle, Florida.
Underhill, G. H.,
Ormond Beach, Florida.

Usher's Garage & Taxi Service,
219 29th St.,
Miami Beach, Florida.

Upton, Harold F.,
519 Sunset Road,
West Palm Beach, Florida.

Upper Saranac Company, Inc.,
Harrengton Hotel Garage,
Daytona Beach, Florida.

Urquart, Walter,
Bonifay, Florida.

Varney, Allen V., Inc.,
526 15th Ave. NE,
St. Petersburg, Florida.

Wilson, Virginia Greenway,
519 Harbor Drive,
Venice, Florida.

Ware, Geo. L., d/b/a,
Servicemen's Taxi,
507 Egnman St.,
Clearwater, Florida.

Whitaker, E. T.,
Rte. 1, Box 191-C,
Panama City, Florida.

Whittington, Ossie ,
Dunnellon, Florida.

Walker Livery Service,
Green Cove Springs, Florida.

Weeks, A. J.,
4600 Sheridan Avenue,
Miami Beach, Florida.

Wallenstein, Myer,
100 Ocean Drive,
Miami Beach, Florida.

Walrad, J. M.,
118 Hammond Ave.,
Palm Beach, Florida.

Walters Taxi Service,
Avon Park, Florida.

White Star Cab Co., and/or
Hialeah Cab Co., Inc.,
Hialeah, Florida.

Wells, Frank,
St. Augustine, Florida.

J. O. Thompson, d/b/a,
Yellow Top Cab Co.,
Cocoa, Florida.

Yellow Cab Co. of Miami, and/or
Blue and Gray Cab Co.,
31 NW 8th St.,
Miami, Florida.

Yellow Cab Co.,
Box 481,
West Palm Beach, Florida.

Yellow Cab and Transfer Co., Inc.
151 5th St. South,
St. Petersburg, Florida.

Yellow Taxicab & Transfer Co.,
Box 3052,
Tampa, Florida.

Yellow Top Taxi Service,
J. O. & J. M. Thompson,
Melbourne, Florida.

RECIPROCAL CARRIERS

Associated Transport, Inc.,
Atlanta, Ga.,

Gen. Commodities

A & M Long Distance Movers, Inc.
1608 Sycamore St.,
Cincinnati, Ohio.

HH Goods.

Aero Mayflower Transit Co.,
1231 N. Meridian St.,
Indianapolis, Indiana.

H H Goods.

Apex Universal Van Service,
2547 Pennsylvania Axenue,
Baltimore, Md.

H H Goods.

Abb's Transfer & Service Co.,
50 N. Water St.,
Mobile, Ala.

H H Goods.

Ajax Van Lines, Inc.,
Room 1010, 134 So. LaSalle St.
Chicago, Ill.

H H Goods.

Ace Van Lines, 373-59th St. & 5914-4th Ave., Brooklyn, N. Y.	H H Goods.
Alabama Transfer & Warehouse, 501-511 N. Perry St., Montgomery, Ala.	H H Goods.
Allen Asheville Transfer & Storage Co., 192 Coxe St., Asheville, N. C.	H H Goods.
Alabama Highway Express, Inc., 913-15 North 6th. Ave., Birmingham, Ala.	Gen. Commodities Common Carriage.
Allied Van Lines, Inc., 1018 S. Wabash Ave., Chicago, Ill.	HH Goods, Office Furn. & Personal effects.
American Van Lines, Inc., 20th Ave. at 57th St., Brooklyn, N. Y.	HH Goods.
Allied Pittsburgh Whse. & Van Co., 547 W. 37th Street, New York, N. Y.	H H Goods.
American Red Ball Transit Co., Inc. 606 Illinois Building, Indianapolis, Indiana.	H H Goods.
Amstadter Storage & Van Co., Inc. 7315 Cottage Grove Ave., Chicago, Ill.	H H Goods.
Armour Transportation Co., 1026 Race St., Philadelphia, Pa.	H H Goods.
Stuart Welch, d/b/a, Associated Return Load Service 78-01 Queens Blvd., Elmhurst, L. I. N. Y.	H H Goods.

Atlantic Moving & Warehouse Co., 9 Center Street, Hartford, Conn.	H H Goods.
Atlas Van Lines, Inc., 4875 Milwaukee Aveue, Chicago, Ill.	H H Goods.
Anchor Motor Freight, Inc. of Delaware, 544 Terminal Tower Building, Cleveland, Ohio.	Motor Vehicles, Parts, Tools and Accessories.
Baggett Transportation Co., Inc. 2417 Ave. A South Birmingham, Ala.	Explosives.
Batterson Brothers Trucking Co., Inc., 620 Meigs Street, Rochester, N. Y.	H H Goods.
George Behrens Trucking, 217 East 55th St., New York, N. Y.	H H Goods.
Bekins Van Lines, Company, 16th & Leavenworth Sts., Omaha, Nebraska.	H H Goods.
Bell, Joseph D., 26 S. 53 St., Philadelphia, Pa.	H H Goods.
Benton Brothers Film Express 192 Luckie St., Atlanta, Georgia.	Picture Films and Accessories and Periodicals.
Bivins Van Lines, 5531 South State St., Chicago, Ill.	H H Goods.

Blanchard, Henry M.,
570 So. Crest Rd.
Chattanooga, Tenn.

Lard, Cooking Oil
Malt Beverages

Bond Chadwell Co., Inc.,
1625 Broad St.,
Nashville, Tenn.

H H Goods.

Brinkerhoff, Henry E.,
1437 Regina St.,
Harrisburg, Pa.

H H Goods.

Brockett, C. B.,
324 Broad St.,
Bainbridge, Ga.

Bottle Washing Machinery.

Brooks Transfer & Storage Co., Inc.
1224 W. Broad St.,
Richmond, Va.

HH Goods.

Geo. F. Burnette Company, Inc.,
1204 Prairie Ave.,
South Bend, Indiana.

New Automobiles.

Brown Transfer & Storage Co.,
2nd Ave. & Broad St.,
Rome, Georgia.

Gen. Commodities &
H H Goods.

H. W. Brown & Company,
B'Way & 7th Avenue,
Long Branch, New Jersey.

Meat, Meat Products, Fresh &
Frozen Fish, Smoked, Cooked
or canned Seafood, Dairy
Products, Frozen Foods,
Fruits & Vegetables.

Busy Bee Transfer & Storage
Co., Inc.
2612 Main St.,
Dallas, Texas.

H H Goods.

Butler, Paul L.,
Woolcott Blvd.,
Toledo, Ohio.

New Automobiles
Towaway & Driveaway.

Burnham Furniture Co., Columbus, Georgia.	H H Goods.
Bowman Transportation Co., Attalla, Alabama.	Cast Iron Pipe, Fittings, Steel Wire & Bars and Meshed Wire for Reinforcement.
Birmingham Moving & Storage Co., 519 17th St., Birmingham, Alabama.	H H Goods.
Cannon Ball Transit Co., 214 Mills Bldg., Washington, D. C.	H H Goods.
W. R. Candler Transfer Co., 200 Clingman Avenue, Asheville, N. C.	H H Goods.
Carolina Freight Carriers Corp. Cherryville, N. C.	Gen. Commodities.
Carolina Transfer & Storage Co., 1230 W. Moorehead St., Charlotte, N. C.	H H Goods.
Cathcart Allied Storage Co., Inc., 134 Houston Street, Atlanta, Georgia.	H H Goods.
Central Van & Storage Co., 521 8th Avenue South Nashville, Tenn.	H H Goods.
Central Storage & Transfer Co., Inc., 700 Commerce Street, Shreveport, La.	H H Goods.
Lewis Gerald Chancy, Hartford, Alabama.	Petroleum Products.
Chastain Transfer Co., Thomasville, Ga.	H H Goods.

Chattanooga Transfer & Storage

Co., Inc.,
917 Carter Street,
Chattanooga, Tenn.

H H Goods.

Chelsea Fireproof Storage

Warehouse, Inc.,
426-438 West 26th St.,
New York, N. Y.

H H Goods.

Chicago Southern Transportation

Co.,
4000 Packers Avenue,
Chicago, Ill.

Meat, Packing House Products,
Canned Goods, requiring
refrigeration.

Clark, James M.,
Greenville, S. C.

H H Goods.

J. D. Cloud Transfer,
Decatur, Alabama.

H H Goods.

Combs Truck Line,
2034 Maxwell Lane,
Houston, Texas.

Machinery & Equipment for
Oil Field Development.

Continental Van Service,
1775 Broadway,
New York, N. Y.

H H Goods.

Continental Van Lines,
306 N. 21st St.
Birmingham, Ala.

H H Goods.

Continental Carriages, Inc.,
215 Courtland St. NE,
Atlanta, Ga.

H H Goods.

Consolidated Van & Storage

Co., Inc.,
351 Marietta St. NW,
Atlanta, Ga.

H H Goods.

B. G. Costich & Sons, Inc., 271 Hayward Avenue, Rochester, N. Y.	H H Goods.
Cosmopolitan Tourist Co., Inc., 34-05 45th St., Long Island City, N. Y.	Passengers and Baggage from New York.
Crabtree Transfer & Storage Co., 1426 Williams Street, Chattanooga, Tenn.	H H Goods.
Frank Crayton, Plains City, Ohio.	Race Horses and Equipment and HH Goods.
Crayton and Schofield, Plains City, Ohio.	Race Horses and Equipment and HH Goods.
Crossman's Storage, 4143 Germantown Avenue, Philadelphia, Pa.	H H Goods.
Curles, William L., 2033 Nichols Avenue SE, Washington D. C.	H H Goods.
L. Curth & Sons, 244 Marion St., Brooklyn, N. Y.	H H Goods.
Clark, J. E., d/b/a, Edd's Taxi, Geneva, Alabama.	Passengers.
Jack Cole Company, Inc., 3021 4th Ave. So., Birmingham, Ala.	Gen. Commodities.
Deaton Truck Lines, Inc., 23-34th Avenue No., Birmingham, Ala.	Gen. Commodities.

DeVane-Eddins Truck Line,
518 E. North St.,
Dothan, Ala.

Cotton, Farm Produce,
Groceries, School Supplies,
Canned Tomatoes, Canned
Grapefruit.

Dixie Transport Co.,
Dalton, Ga.

Automobiles,
Truckaway Method.

Dunn, C. Hobson,
1801 Mercantile Bank Bldg.,
Dallas, Texas.

Oil Field Equipment.

Dove Truck Line (Foy Chalker &
A. C. Creel),
1019 S. St. Andrews,
Dothan, Ala.

Canned Citrus Fruits and
Juices, Cotton, Cotton Bags,
Livestock and Fertilizer.

Dealers Transport Co.,
7009 So. Chicago Avenue,
Chicago, Ill.

Driveaway-Automobile.

Eldelen Transfer & Storage Co., Inc.,
709 N. Broadway,
Knoxville, Tenn.

H H Goods.

Edler, Geo. E., d/b/a,
Atlas Van Lines,
4875 Milwaukee Ave.,
Chicago, Ill.

H H Goods.

Elba Gin & Warehouse Co.,
Elba, Ala.

Farm Prod., Fruits and
Vegetables, Livestock.

Elby Gin & Warehouse Co.,
Elby, Ala.

Farm Prod. & Livestock.

Ellis Moving Co. & Safe Van Line
235 Main St.,
Nashville, Tenn.

H H Goods.

Empire Moving & Storage Co.,
15-27 West 18th St.
Bayonne, N. J.

H H Goods.

Engel Bros., Inc.,
1179 - 91 East Grand Street,
Elizabeth, N. J.

H H Goods.

Espy, John S.,
Eufaula, Ala.

Bulk Petroleum.

Fireproof Storage Co.,
Bay & Abercorn Sts.,
Savannah, Ga.

H H Goods.

J. Fishman & Son, Inc.,
571 Madison Ave.,
Patterson, N. J.

H H Goods.

Fleet Carrier Corp.,
1775 Broadway,
New York, N. Y.

Automobiles & Trucks
Driveaway Method.

Fugate & Girton Driveaway Co.,
1904 Edwards Avenue,
Springfield, Ohio.

Automobiles
Driveaway Method.

Ford Bros. Van & Storage Co.,
1024 Dodge St.,
Omaha, Nebraska.

H H Goods.

John P. Fleming Driveaway Service,
12028 Kercheval Ave.,
Detroit, Mich.

Automobiles
Driveaway Method.

Thomas W. Finch, d/b/a,
Finch Warehousing & Transfer Co.,
58-60 So. Commerce St.,
Mobile, Ala.

H H Goods.

Great Lakes Cartage Co.,
355 Morris St.,
Toledo, Ohio.

Explosives.

Gathergood, Roy, Monroeville, Ohio.	Race Horses.
Geipe, J. Norman, Van Lines & Fireproof Storage Warehouse, 520-36 West Lafayette Avenue, Baltimore, Md.	H H Goods.
Georgia Driveaway Co., Inc., 1459 Gault St., Atlanta, Georgia.	Driveaway, Automobile.
Gooding, J. M., Woodbine, Georgia.	Petroleum Products.
Greyvan Lines, Inc., 1118 So. Michigan Avenue, Chicago, Ill.	H H Goods.
Hoosier Transit Lines, 915 Daly St., Indianapolis, Indiana	Transport Passengers and Baggage
Howard-Hall Co., Inc. 3809 2nd Avenue So., Birmingham, Alabama	Gen. Commodities
Harris Transfer & Warehouse Co., 8 So. 13th St., Birmingham, Ala.	H H Goods.
Hall Moving & Storage Co., 1312 Walnut St., Cincinnati, Ohio.	H H Goods.
Geo. B. Holman & Co., Inc., 151 Park Ave., Rutherford, N. J.	H H Goods.
Russell C. House Transfer & Storage 135 Auburn Avenue, Atlanta, Ga.	H H Goods.
Hudson Transfer, 710 24th St., Columbus, Ga.	H H Goods.

Hughes Transportation Co., Inc.,
Meeting St. Road,
P. O. Box 235,
Charleston, S. C.

Ammunition and Explosives.

Illinois Traller Convoy, Inc.,
159 E. Chicago Ave.,
Chicago, Ill.

Government House Trailers.

Jack's Coal & Transfer Co., Inc.,
1230 North Avenue,
Birmingham, Ala.

H H Goods.

Jacob's Van Lines,
7643 Cottage Grove Avenue,
Chicago, Ill.

H H Goods.

R. L. Jeffries Trucking Co., Inc.
2931 Main St.,
Evansville, Indiana.

Oil Field Machinery,
Material and Equipment.

M. J. Barrett, d/b/a,
J-C Motor Lines,
Savannah, Georgia.

Merchandise as is dealt in by
Chain Grocery Stores.

K & L Transportation Co., Inc.
99 Remshart St.,
Waycross, Georgia.

Gen. Commodities.

Curtis Keal Transport Co.,
East 54th St. at Cleveland Shoreway
Cleveland, Ohio.

Explosives.

Knowles Vans, Inc.,
913 Davenport St.,
Omaha, Nebraska.

H H Goods.

Lakewood Storage Co., Inc.,
14401 Detroit Avenue,
Lakewood, Ohio.

H H Goods.

Lambert, Thomas M.,
20 Auburn St.,
Opelika, Ala.

H H Goods.

Liberty Return Loads Assn'n., Inc., 573 Hudson St., New York, N. Y.	H H Goods.
Lix Van & Storage Co., 6100 N. 21st St., Philadelphia, Pa.	H H Goods.
Malone Freight Lines, Inc., 3325 10th Avenue N., Birmingham, Ala.	H H Goods.
Mattson Bros. Storage & Van Service 1310 E. 75th St., Chicago, Ill.	H H Goods.
Mercury Express, Inc., 2721 8th Avenue, Birmingham, Ala.	H H Goods.
Mid-States Trailer Transport, 1014 S. Michigan Avenue, Chicago, Ill.	House Display Trailers Towaway-Driveaway Service.
Gary E. Miller, d/b/a, Miller Motor Transportation Co., P. O. Box 26, Hartsville, S. C.	Paper & Paper Prod.
Moore's Express & Van Co., 4610 S. Cottage Grove Ave., Chicago, Ill.	H H Goods.
Thomas I. Murphy, d/b/a, Murphy's Storage Warehouse, 200 Middle Neck Road, Great Neck, N. Y.	H H Goods.
Miller, North Broad Transit Co., 2709 N. Broad St., Philadelphia, Pa.	H H Goods.
Monroe County Freight Lines, (Leased to Acme Freight Line), 205 N. Royal St., Mobile, Ala.	Comm. General.

Morris, S. J.,
1365 Division Place SW,
Atlanta, Ga.

Galvanized Ware, Wire, Nails,
Pipe and Metal Coated Roofing.

McCombs Transfer Co.,
2915 No. 28th Place,
Birmingham, Ala.

Compressed Gases in Cylinders
and Calcium Carbide in Drums.

Ruth E. McDonald, d/b/a,
William McDonald & Co.,
79 Dartmouth St.,
Boston, Mass.

H H Goods.

McClendon, Glenn,
Lafayette, Alabama.

H H Goods.

National Delivery Ass'n., Inc.,
Washington, D. C.

H H Goods.

Newnan Transfer Co.,
Newnan, Georgia.

Boilers, Tanks, Structural
Steel, Heavy Machinery.

National Moving & Warehouse Corp.,
403 W. 34th St.,
New York, N. Y.

H H Goods.

National Movers of Boston,
203 Waverly Ave.,
Watertown, Mass.

H H Goods.

Nazarian, John,
50 Prentiss St.,
Watertown, Mass.

H H Goods.

Newton, Lester C.
Bridgeville, Delaware.

Fruit & Produce.

North American Van Lines,
1220 Superior Avenue,
Cleveland, Ohio.

H H Goods.

Northern Moving & Storage Co.,
311 Jay Road,
Detroit, Michigan.

H H Goods.

National Van Lines, Inc., 2431 Irving Park Road, Chicago, Ill.	H H Goods.
Nu-Car Carriers, Inc., Front & Pennell Sts., Chester, Pa.	New Automobiles, Driveaway & Truckaway Method.
Owl Moving & Storage Co., 3631 Chene St., Detroit, Michigan.	H H Goods.
O K Storage & Transfer Co., Inc., 521-25 Peachtree St., NE, Atlanta, Ga.	H H Goods.
P & B Transfer & Storage Co., Inc., 413-19 S. Main St., Memphis, Tenn.	H H Goods.
Pan-American Greyhound Lines 130 West Trade St., Charlotte, N. C.	Passengers.
Parrish Dray Line, Inc., 160 Dingle St., Sumter, S. C.	H H Goods.
Pittsburgh Warehouse & Van Co., Inc., 135 So. St. Claire St., Pittsburgh, Pa.	H H Goods.
Porter, Edd, 122 Pine St., Chester, S. C.	H H Goods & Livestock.
Pyramid Moving Co., 3739 E. 93rd St., Cleveland, Ohio.	HH Goods.
Public's Moving Company Van Lines 719 State Street, Hammond, Ind.	H H Goods.

Piedmont Trucking Co., Nat'l Chair Mfg. Corp. Lessee, South Fayetteville St., Asheboro, N. C.	H H Goods.
R. C. Motor Lines, West Commerce Street, Highpoint, N. C.	Gen. Commodities.
Red Lion Moving Company, Inc., 3120 Market St., Philadelphia, Pa.	H H Goods.
Return Loads Bureau, Inc., 37-11 30th St., Long Island City, N. Y.	H H Goods.
A. G. Rogers, Inc., 931 Asbury Ave., Asbury Park, N. Y.	H H Goods.
Rosebank Storage Warehouse, 69 St. Mary's Ave., Rosebank, Staten Island, N. Y.	H H Goods.
Rothery Storage & Van Co., 831 Pierson St., Des Plaines, Ill.	H H Goods.
Red Comet Van Lines Company, Inc., 458 W. 40th St. New York City.	H H Goods.
Ramsdell, A. W., QM Market Center, 10 Ave. & 11th St., Columbus, Georgia.	Perishable Subsistence, USA.
Sanders Transfer & Storage Co., 129 8th Avenue North, Nashville, Tenn.	H H Goods.
Security Storage & Van Corp., 530 Front St., Norfolk, Va.	H H Goods.

Security Storage & Van Co., Inc., 230 Decatur St., New Orleans, La.	H H Goods.
Seymour, Earle E., Shellenger & New Jersey Avenues, Wildwood, N. J.	H H Goods.
Scott, A. I., Charles & Mead Sts., Montgomery, N. Y.	Race Horses and Equipment.
Shaff Transfer & Storage Co., 947 Main St., Nashville, Tenn.	H H Goods.
J. C. Shelbourne Transfer & Storage, Inc., 2300 N. Lombardy St., Richmond, Va.	H H Goods.
Sisser Bros., Inc., 132 E. Main St., Somerville, N. J.	H H Goods.
Smith, Ralph G., 200 N. Penn St., Westchester, Pa.	Race Horses and Equipment.
Howard Sober, Inc., 1108 S. Washington Ave., Lansing, Mich.	Automobiles, Towaway and Driveaway.
Solomons Transfer Co., 416 W. Hull St., Savannah, Georgia.	H H Goods.
South Jersey Transfer Co., 117 Melrose Ave., Atlantic City, N. J.	H H Goods.
Steves, Noble R., 184 Harvard St., Dorchester District, Boston, Mass.	H H Goods.

Foy N. Suddath, d/b/a,
Suddath Moving & Storage Co.,
231 Nelson St., NW,
Atlanta, Ga.

H H Goods.

Sullivan, Long & Haggerty, Ltd.,
2026 2nd Ave.,
Bessemer, Ala.

Steel, Iron, Pipe, Building
Materials.

Southern Storage Warehouse Co.,
Inc.,
117 W. High St.,
Norfolk, Va.

H H Goods.

Takoma Transfer & Storage Co.,
Inc.,
347 Cedar St., NW,
Washington, D. C.

H H Goods & Soda Fountain
Equipment.

Tallant Transfer Co., Inc.,
23rd St.,
Hickory, N. C.

New Furniture, Farm Vehicles
and Farm Produce.

Truckaway Corp.,
342 Raeburn St.,
Pontiac, Mich.

Automobiles, Trucks,
Towaway Method.

Trawick Transfer,
Bay Minnette, Ala.

H H Goods.

Henry W. Scramlin, d/b/a,
Terminal Van Lines,
38 L Street NE,
Washington, D. C.

H H Goods.

Henry W. Scramlin, d/b/a,
Terminal Van Lines,
852 4th Ave. S.,
St. Petersburg, Fla.

H H Goods.

Tompkins Motor Lines, Inc.,
908 3rd Ave. N.,
Nashville, Tenn.

Cheese, Eggs, Butter, Dressed
Poultry under Refrigeration.

Trainer's Van Service, 729 Roselle St., Linden, N. J.,	H H Goods.
R. B. Hicks, d/b/a, The Trading Post, 466 First St., Macon, Ga.	H H Goods.
Trans-American Van Service, Inc., 540 W. 59th St., Chicago, Ill.	H H Goods.
Tri-State Sales Co., Inc., Albany, Ga.	Canned Goods, Dried Fruits and Vegetables.
United Van Lines, Inc., Superior Viaduct, Cleveland, Ohio.	H H Goods.
Vanportation and Warehouse Corp., 37-15 30th St., Long Island City, N. Y.	H H Goods, Pianos, Vending Machines, Refrigerators, Typewriter, Adding Machines.
War Emergency Cooperative Ass'n., 901 Montgomery Building, Spartanburg, S. C.	Petroleum Products in Bulk in Tank Trucks.
Ezra H. Warren, d/b/a, E. H. Warren Co., 925 Lysander, Detroit, Michigan.	H H Goods.
Warren's Transfer, 303 W. Martin St., Raleigh, N. C.	H H Goods.
Washburn Storage Co., 201 Poplar St., Macon, Ga.	H H Goods.

Watkins Motor Lines, Inc., Thomasville, Ga.	Frozen Fruits, Vegetables, Salad Dressing, Meat, Dressed Poultry, Lard, Butter, Oleo- margarine, Cheese and Eggs, Processed Citrus Fruits and Juices.
White, W. E., Geneva, Ala.	Passengers.
Weathers Bros. Transfer Co., Inc., 734 Boulevard NE, Atlanta, Ga.	H H Goods.
Carey F. Weathers Transfer & Storage Co., Augusta, Ga.	H H Goods.
Weber's Van & Storage Co., 7820 Old Harvard Rd., Parkville, Md.	H H Goods.
Bradley White Company, 708-10 S. 29th St., Birmingham, Ala.	H H Goods.
J. H. Wimberly, d/b/a, Wimberly Transfer, 503 S. Patterson, Valdosta, Ga.	H H Goods.
John J. Woodside Storage Co., Inc., 259 Edgewood Ave. SE, Atlanta, Ga.	H H Goods.
World Wide Carriers, Inc., 1066 Freeman St., New York, N. Y.	H H Goods.
A. C. White Moving Line, 414 Edgewood Ave., Atlanta, Ga.	H H Goods.
T. Edgar York & Son, 121 Berry, Indianapolis, Indiana.	H H Goods.

Motor Transportation Orders

ORDER NO. 1657

DOCKET NO. 789

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Citation against AIR BUS LINES, INC., of Tampa, Florida, for failure and refusal to file proper Mileage Tax Reports and for failure and refusal to pay Mileage Taxes for the months of November and December 1941, and from January to September, Inclusive, 1942, as required by the statutes of the State of Florida.

The Commission by its Order No. 1589 dated December 17, 1942 adjudged Air Base Bus Lines, Inc., of Tampa, Florida, guilty as charged in Citation Order dated November 18, 1942. It was provided in Order No. 1589 that CCertificate of Public Convenience and Necessity No. 236 issued to Air Base Bus Lines, Inc., should be revoked. The company was also ordered and required to pay to the Comptroller of the State of Florida the sum of \$4,702.70 which represented the amount the Comptroller has determined to be due for unpaid mileage taxes for the period November 1941 through Sepember 1942. It was further provided in said order that payment of the sum of \$4,702.70 would be accepted as full satisfaction of the judgment rendered.

It appearing that the respondent, Air Base Bus Lines, Inc., of Tampa, Florida, has paid to the Comptroller of the State of Florida, the \$4,702.70 required by order No. 1589, it is therefore ORDERED by the Railroad Commission of the State of Florida that the payment of \$4,702.70 be and it is hereby accepted as full satisfaction of all penalties imposed under said Order No. 1589 and this citation proceeding is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 25th day of January, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1658**DOCKETS NOS. 401 AND 1049****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Joint application of TRIANGLE EXPRESS COMPANY of Miami Beach, Florida, and W. H. ENGEL, doing business as EASTERN MOVING & STORAGE COMPANY, 1023 S. W. 25th Avenue, Miami, Florida, for approval of transfer of Permit No. 307 from Triangle Express Company to W. H. Engel, doing business as Eastern Moving & Storage Company.

Pursuant to Notice No. 942 dated December 16, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida in session at the County Court House, Miami, Florida, at 10 o'clock A. M. January 3, 1944.

The following appeared:

Andrew T. Healey, Miami, Florida, Attorney at Law, represented the applicants.

Leo P. Kitchen, Attorney at Law, Jacksonville, Florida, appeared for protestants.

The above application was denied by Order No. 1614 dated June 14, 1943, but on petition for reconsideration the Commission issued its Order No. 1632 which for cause shown therein cancelled Permit No. 307 and authorized the issuance of a Certificate of Public Convenience and Necessity as a Limited Common Carrier to Milton Weisberger, doing business as Triangle Express Company of Miami Beach, Florida.

The above applicants on October 22, 1943 filed a Motion to Reopen the above styled cause and to reconsider the same and authorize transfer of Limited Common Carrier Certificate No. 22 from Milton Weisberger, doing business as Triangle Express Company, to W. H. Engel, trading and doing business as Eastern Moving & Storage Company.

The protestants through their Counsel, Leo P. Kitchen, petitioned the Commission to dismiss Motion filed by the applicants but stated "that in the event this Honorable Commission allows Triangle Express Company and W. H. Engel, doing business as Eastern Moving & Storage Company, to amend the former application filed, then, in that event, said amended application be set for hearing after due notice to protestants." The Commission gave careful consideration to the Motion filed by the applicants and to the petition filed by the protestants and decided that the case should be reopened and that that matter should be considered on the original application filed by the applicants amended so as to provide for transfer of Limited Common Carrier Certificate No. 22

from Milton Weisberger, doing business as Triangle Express Company, to W. H. Engel, doing business as Eastern Moving & Storage Company.

At the hearing counsel for protestants stated that they had no objections to the transfer of Limited Common Carrier Certificate No. 22 from Milton Weisberger, doing business as Triangle Express Company, Miami Beach, Florida, to W. H. Engel, doing business as Eastern Moving & Storage Company, provided that the situs of the Certificate would not be changed from Miami Beach. The purchaser, W. H. Engel, doing business as Eastern Moving & Storage Company, stated that it was his intention to maintain an office at Miami Beach, Florida. In other cases this Commission has refused to approve transfer of a Certificate of Public Convenience and Necessity from the party holding same living in another municipality to a party desiring to purchase same living in another municipality. However, in view of the transferee's statement that he proposes to maintain an office at Miami Beach, Florida, and to consider that as the official situs of his company, the Commission can see no objection to the transfer and is of the opinion that it should be granted.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of Triangle Express Company of Miami Beach, Florida, and W. H. Engel, doing business as Eastern Moving & Storage Company of Miami, Florida, for approval of transfer of Limited Common Carrier Certificate No. 22 from Milton Weisberger, doing business at Triangle Express Company to W. H. Engel, doing business as Eastern Moving & Storage Company, be and the same is, hereby, **APPROVED**.

It is further **ORDERED AND REQUIRED** that W. H. Engel, doing business as Eastern Moving & Storage Company, as the holder of Certificate of Public Convenience and Necessity No. 22, maintain his official headquarters at Miami, Beach, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 19th day of January, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1659

DOCKET NO. 734

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
Application of EUGENE M. WEAVER, doing business as WEAVER COACH LINES, VERNON, Florida, for Extension of his Common Carrier Certificate No. 231, to transport passengers, light freight and express from Alabama-Florida State Line on Highway No. 39 to Esto, Bonifay, Vernon, Ebro, West Bay and Panama City, Florida.

This matter came on for formal hearing before the Railroad Commission of the State of Florida at Tallahassee, Florida, on November 23, 1943 pursuant to Notice No. 939.

The following appeared:

For Applicant:

Eugene M. Weaver, Vernon, Florida, the applicant, in absence of attorney, represented himself.

For Protestants:

W. B. Ellard, 127 N. Foster Street, Dothan, Ala.

R. W. Ashmore, Jr. Attorney, Tallahassee, Florida, represented St. Andrews Bay Transportation Company.

Leroy Collins, Attorney, Tallahassee, Florida, appeared for Georgia Stages, Inc. and Alaga Coach Lines, Inc.

J. M. Sapp and H. B. Sapp, Attorneys, Panama City, Florida, represented Panama Transit Company.

Franklin West, Attorney, Milton, Florida, appeared for Coastal Stages.

This is an application filed by Eugene M. Weaver, doing business as Weaver Coach Lines, Vernon, Florida, for an extension of his Common Carrier Certificate of Public Convenience and Necessity No. 231 to transport passengers, light freight and express between the Alabama-Florida State Line on Highway No. 39 to Esto, Bonifay, Vernon, Ebro, West Bay and Panama City, Florida. The applicant is now operating under authority of Certificate of Public Convenience and Necessity issued by this Commission authorizing him to transport passengers, baggage, light express and mail between Chipley, Florida, Vernon, Florida, and Ebro, Florida. He testified that there was a need for bus service over the route covered in his application. The applicant presented only one witness who testified that there was no common carrier bus service over the route covered in the application and stated that there was a great need for the service.

It appears from the record that St. Andrews Bay Transportation Company has authority from this Commission under its Certificate No. 138 to operate as a common carrier transporting passengers by motor vehicle over the identical route covered in this application. St. Andrews Bay Transportation Company has not been rendering service over the route because of the condition of the bridge at West Bay. This company operated over the route into Panama City up until the latter part of 1940 when the condition of the bridge became such that their attention was called to the State Highway Department putting on a load limit over the West Bay Bridge. After this occurred the company placed an embargo discontinuing the service. A representative of the Company said that his com-

pany would resume operations over this route just as soon as the brige was placed in safe condition. Georgia Stages, Inc., Alaga Coach Lines, Inc., and Panama City Transit Company all appeared in opposition to the application.

It appears from the record that Georgia Stages, Inc., has purchased all of the passenger operating rights held by the St. Andrews Bay Transportation Company. Transfer of the intrastate operating rights from St. Andrews Bay Transportation Company to Georgia Stages, Inc., was approved by this Commission in its Order No. 1621 dated May 13, 1943. A representative of Georgia Stages, Inc., testified that his company would take over the operations of St. Andrews Bay Transportation Comapny within thirty-six hours after the transfer of the interstate operating rights from St. Andrews Bay Transportation Company to Georgia Stages, Inc., had been approved by the Interstate Commerce Commission. Subsequent to the hearing of this application the Interstate Commerce Commission in MC-F Docket No. 2119 on December 21, 1943 approved the transfer. Georgia Stages, Inc., is now operating over the route covered in this application.

The Commission has given careful consideration to all of the evidence of record and is of the opinion that public convenience and necessity does not require the granting of the application. Also Chapter 323.03 Florida Statutes 1941, provides that when application is made by an auto transportation Company for a Certificate to operate a common carrier in a territory or on a line already served by a certificate holder, the Commission shall grant same only when the existing certificate holder or holders serving such territory fail to provide service and facilities which may reasonably be required by the Commission.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Eugene M. Weaver, doing business as Weaver Coach Lines of Vernon, Florida, for an extension of his Common Carrier Certificate No. 231, to transport passengers, light freight and express from Alabama-Florida State line on Highway No. 39 to Esto, Bonifay, Vernon, Ebro, West Bay and Panama City, Florida, be and the same is, hereby, DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 19th day of January, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1660**DOCKET NO. 100-138****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Operating Rights of ST. ANDREWS BAY TRANSPORTATION COMPANY.

The Commission by its Order No. 1621 dated May 13, 1943 approved the sale and transfer of that portion of Certificate of Public Convenience and Necessity No. 138 of St. Andrews Bay Transportation Company relating to transportation of passengers, baggage, light express and newspapers for compensation by motor vehicle from St. Andrews Bay Transportation Company to Georgia Stages, Inc., The order was to become effective simultaneously with the approval of the transfer of the interstate rights of said St. Andrews Bay Transportation Company by the Interstate Commerce Commission. This transfer was approved by the Interstate Commerce Commission on December 21, 1943 in MC-F Docket 2119. The contract of sale between St. Andrews Bay Transportation Company and Georgia Stages, Inc., was consummated on January 1, 1944. Georgia Stages, Inc., has taken over the operations as authorized by said Order No. 1621.

It now appears to the Commission that in Order No. 668, Docket No. 100-138, dated August 2, 1934, it granted St. Andrews Bay Transportation Company dual operating authority between Panama City, Florida, and Pensacola, Florida - that is to say, said Company was authorized to transport passengers and freight between those points over the following routes:

From Panama City to Navarre, Florida, over Florida State Highway No. 10, thence over Florida State Highway No. 53 to Pensacola, and also over Road No. 115 from its intersection with Road No. 10 (at Wye, about 17 miles west of Panama City) to Camp Walton, Florida, and return over same route.

It further appears that by Order No. 1393, Docket No. 100-138, dated February 7, 1941, it granted St. Andrews Bay Transportation Company authority to operate over the following routes:

Between junction Florida State Highways Nos. 115 and 152 near Point Washington and junction Florida State Highways Nos. 152 and 10 near Freeport, Florida, (including intermediate points) over State Highway No. 152. From junction Highways No. 115 and 152 over Florida State Highway No. 152 to its junction with Florida Highway No. 10 and return over same route.

By Order No. 1621 there was no transfer of authority held by St. Andrews Bay Transportation Company authorizing transportation of freight by motor vehicle and, in order that the record be made clear,

the Commission is of opinion that all authority contained in Certificate of Public Convenience and Necessity No. 138 to transport passengers, baggage, light express and newspapers by motor bus should be cancelled and that the authority to transport freight by motor vehicle under Certificate of Public Convenience and Necessity No. 138 held by St. Andrews Bay Transportation Company as provided by Order No. 668 and Order No. 1393 should be ratified and confirmed.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that all authority heretofore authorized in Certificate of Public Convenience and Necessity No. 138 authorizing the transportation of passengers, baggage, light express and newspapers by motor bus be and the same is, hereby, **CANCELLED AND REVOKED.**

It is further **ORDERED** that the authority to transport freight by motor vehicle as provided for in Order No. 668 between Panama City, Florida, and Pensacola, Florida, over the following routes:

From Panama City to Navarre, Florida, over Florida State Highway No. 10, thence over Florida State Highway No. 53 to Pensacola, and also over Road No. 115 from its intersection with Road No. 10, (at Wye, about 17 miles West of Panama City) to Camp Walton, Florida, and return over same route, and by Order No. 1393 over the following routes:

Between junction Florida State Highways Nos. 115 and 152 near Point Washington and junction Florida State Highways Nos. 152 and 10 near Freeport, Florida, (including intermediate points) over State Highway No. 152. From junction Highways Nos. 115 and 152 over Florida State Highway No. 152 to its junction with Florida Highway No. 10, and return over same route.

be and the same is hereby ratified and confirmed and constitutes all the authority now existing by virtue of Certificate No. 138.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 26th day of January, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1661

DOCKET NO. 326

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Operating Rights of Georgia Stages, Inc.

The Commission by its Order No. 1621 dated May 13, 1943, approved the joint application of Georgia Stages, Inc., and St. Andrews Bay Transportation Company for approval of sale and transfer of that portion of

Certificate No. 138 of St. Andrews Bay Transportation Company relating to transportation of passengers, baggage, light express and newspapers for compensation by motor vehicle from St. Andrews Bay Transportation Company to Georgia Stages, Inc. This order was to become effective simultaneously with the approval of the transfer of interstate rights of said St. Andrews Bay Transportation Company by the Interstate Commerce Commission. The transfer was approved by the Interstate Commerce Commission on December 21, 1943 in MC-F Docket NO. 2119, and the contract of sale between St. Andrews Bay Transportation Company and Georgia Stages, Inc., was consummated on January 1, 1944.

It was not the intent of the joint applicants nor of the Commission to transfer by Order No. 1621 any authority held by St. Andrews Bay Transportation Company authorizing the transportation of freight by motor vehicle. In order that the record might be clarified, the Commission entered its Order No. 1660, dated January 26, 1944, cancelling that portion of Certificate of Public Convenience and Necessity No. 138 which authorized the transportation of passengers, baggage, light express and newspapers for compensation by motor vehicle. In the same order it ratified and confirmed the authority in Certificate No. 138 held by St. Andrews Bay Transportation Company to transport freight by motor vehicle over the routes stated therein. The Commission is of opinion that the authority to transport passengers, baggage, light express and newspapers contained in Certificate No. 138, which was transferred to Georgia Stages, Inc., by Order No. 1621, should be merged with and become a part of Certificate of Public Convenience and Necessity No. 194, held by Georgia Stages, Inc.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that that portion of Certificate of Public Convenience and Necessity No. 138 held by St. Andrews Bay Transportation Company relating to transportation of passengers, baggage, light express and newspapers for compensation by motor bus be and the same is hereby merged with and made a part of Certificate No. 194 issued to Georgia Stages, Inc.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 26th day of January, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1662**DOCKETS NOS. 570 AND 400****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Joint application of JOHN C. MILLER, Miami, Florida, and RYDER TRUCKING COMPANY, Miami, Florida, for transfer of Limited Common Carrier Certificate of Public Convenience and Necessity No. 212 from John C. Miller to Ryder Trucking Company.

This application came on for hearing before the Railroad Commission of the State of Florida pursuant to Notice No. 943 at the County Court House, Miami, Florida, on January 3, 1944.

The following appeared:

FOR THE APPLICANT:

Robert F. Underwood, Attorney, 1117 Ingraham Building, Miami, Florida.

FOR THE PROTESTANTS:

Lep P. Kitchen, Attorney, 712-15 Professional Building, Jacksonville, Florida, represented Overseas Transportation Company; Leonard Brothers Transfer Company, Inc., and Frank Mayo.

Thos. E. Grady, Traffic Manager, appeared in behalf of Greater Miami Traffic Association.

F. G. Roberts, Assistant Freight Traffic Manager, Miami, Florida, appeared in behalf of Seaboard Air Line Railway Company.

E. L. Keathley, 1107 Ingraham Building, Miami, Florida, represented Atlantic Coast Line Railroad Company.

This is a joint application filed by John C. Miller of Miami, Florida, the holder of Limited Common Carrier Certificate of Public Convenience and Necessity No. 212, and Ryder Trucking Company requesting transfer of Certificate No. 212 from John C. Miller to Ryder Trucking Company.

Certificate of Public Convenience and Necessity No. 212 authorizes the transportation of coral rock from the keys South of Miami to Miami and West Palm Beach and intermediate points over State Highways Nos. 4 and 4-A on irregular schedules. It also authorizes the transportation of full truck loads, straight or mixed, of sand, rock, cement, cement blocks, iron and terra-cotta pipe, lumber and fertilizer between Port Everglades or Miami and points South of Miami on State Roads Nos. 4 and 4-A and between all points on said roads South of Miami; and the

transportation of full truck loads of wet ice from Miami or Homestead to points South of Florida City.

Ryder Trucking Company is operating as a Contract Carrier under Certificate of Public Convenience and Necessity No. 204.

Overseas Transportation Company, Inc., operates as a Common Carrier of freight by motor vehicle between Miami and Key West, Florida. This company objects to the granting of the application on the grounds that there is not a sufficient volume of traffic to be moved over the route in question to justify two operations. A representative of the company testified that the Government had put on a barge to operate to Key West which resulted in loss of a tremendous volume of tonnage to the company. The Seaboard Air Line Railway and Atlantic Coast Line Railroad Company withdrew their objections to the granting of the application.

Protestants requested fifteen days from the receipt of the transcript of testimony in which to file briefs. Transcript of record was received in this office on January 15, 1944, and no briefs have been filed by protestants.

It appears from the record that this application was filed in compliance with the law and rules of the Commission and that the purchaser has agreed to assume all liabilities outstanding against the seller imposed by law and the rules of the Commission. Also that the purchaser has agreed to adopt in every respect as if the same had been originally filed and posted by him all the tariffs, and supplements thereto, filed with the Commission by the seller. It further appears from the record that Ryder Trucking Company is a partnership and that it is financially fit, willing and able to carry on the operations authorized in Certificate No. 212.

The Commission has given careful consideration to the record in this proceeding and is of the opinion that the granting of the application would be in the public interest.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of John C. Miller of Miami, Florida, and Ryder Trucking Company of Miami, Florida, for transfer of Limited Common Carrier Certificate of Public Convenience and Necessity No. 212 from John C. Miller to Ryder Trucking Company be and the same is, hereby, **GRANTED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 2d day of February, 1944.

W. B. DOUGLASS, Acting Chairman.

ORDER NO. 1663**DOCKET NO. 100-129****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Application of LEE'S COACH LINES, Marianna, Florida, for authority to transport Defense Workers between Port St. Joe, Florida, and Panama City, Florida, and between Quincy, Florida, and Panama City, Florida.

In a letter dated February 2, 1944, A. W. Lee, doing business as Lee's Coach Lines, Marianna, Florida, advised the Commission that he had leased five tractor-trailer busses from the United States Maritime Commission for the purpose of transporting defense workers between Port St. Joe, Florida, and Panama City, Florida, and between Quincy, Florida, and Panama City, Florida. He requests authority to operate the tractor-trailer busses for the duration of the war and six months thereafter for the purpose of transporting defense workers. He stated that he would be required to issue commutation ticket-books which would be good for transportation for one person for six days a week. The rate charged for the commutation tickets will be equivalent to one cent per mile each way. These tickets will be on sale to the general public if they desire to purchase same.

Lee's Coach Lines now holds Certificate of Public Convenience and Necessity No. 4 authorizing transportation of passengers by motor vehicle between Tallahassee and Panama City, Florida, over State Road No. 10, and between Tallahassee and Panama City, Florida, over State Road 500. Also between Marianna, Florida, and Port St. Joe, Florida, over State Road No. 6. The only part of the route in question that is not covered by Certificate No. 4 is that portion lying between Quincy, Florida, and Bristol, Florida, over State Road 12. There is no other common carrier by motor vehicle operating over State Road 12 between Quincy and Bristol, Florida.

The Commission has given careful consideration to the matters involved and is of the opinion that the granting of the application for the duration of the war and six months thereafter would be an aid to the war effort.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Lee's Coach Lines of Marianna, Florida, for authority to operate tractor-trailer busses leased from the United States Maritime Commission for the purpose of transporting defense workers between Port St. Joe, Florida, and Panama City, Florida, and between Quincy, Florida, and Panama City, Florida, be and the same is, hereby, GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 2d day of February, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1664

DOCKET NO. 1505

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In the matter of the application of Florida Intrastate Rate Bureau seeking authority to increase **RATES AND CHARGES OF COMMON CARRIER MOTOR FREIGHT LINES** between Points in the State of Florida.

Pursuant to Notice No. 820, dated January 31, 1944, the above matter came on for hearing before the Railroad Commission of the State of Florida, at the Chamber of Commerce Building in the City of Tampa, Florida, on February 15, 1944.

At said time and place all parties present were given opportunity to be fully heard.

After hearing all evidence offered under oath the Commission took the said matter under advisement for final consideration.

And now on this day the Railroad Commissioners of the State of Florida, having fully considered all of the evidence taken at said hearing, and being fully advised in the premises, do **FIND** and **ORDER** as follows:

It is **FOUND** that the application of the Florida Intrastate Rate Bureau, dated January 27, 1944, seeking to increase rates and charges of the Common Carrier Motor Freight Lines is justified and should be granted.

It is **FURTHER FOUND** that in the interest of uniformity in the proper assessment of Rates and Charges applicable to intrastate traffic in the State of Florida such increases should be made effective simultaneously with like increases on interstate traffic.

It is therefore **ORDERED** that revisions established in Supplement 11 to Florida Motor Freight Tariff No. 3, F. R. C. Tariff MF No. 3, effective February 21, 1944, be, and same is, hereby **APPROVED**.

It is **FURTHER ORDERED** that said Supplement be placed on file with this Commission and made a part of its record.

DONE and **ORDERED** by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 21st day of February, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1665**DOCKET NO. 100-61****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Citation against UNION EXPRESS FREIGHT COMPANY of Mobile, Alabama, for failure to report and pay Mileage Taxes as required by law.

Citation against Union Express Freight Company of Mobile, Alabama, was issued on February 1, 1944, for its failure to report and pay its mileage taxes for the months of September, October, November and December, 1943, as required by law and the rules and regulations of this Commission.

Hearing was held February 23, 1944, pursuant to said Citation. Honorable Leroy Collins, Attorney, Tallahassee, Florida, appeared for the respondent operator, entered a plea of guilty to the charges contained in said Citation and requested that respondent be allowed thirty days within which to report and pay said Mileage Taxes.

From the evidence introduced at said hearing the Commission finds:

- (1) That the respondent holds Certificate of Public Convenience and Necessity No. 94, authorizing it to engage in the transportation of freight over certain public highways of the State of Florida.
- (2) That respondent has failed and refused to report and pay mileage taxes for the months of September, October, November and December 1943, and that the total taxes now delinquent for said months are \$408.06.
- (3) That said respondent has failed to file with this Commission duplicate copies of the Mileage Reports required to be filed with the Comptroller.
- (4) That no cause has been made to appear which would excuse the making of such reports and the payment of said taxes.

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Union Express Freight Company of Mobile, Alabama, is guilty as charged in said Citation for failure and refusal to report and pay its mileage taxes for the months aforesaid as required by law and the rules and regulations of this Commission and has by reason thereof incurred and become liable for certain penalties which penalties are hereby fixed as follows:

1. REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY No. 94.

**2. PAYMENT TO THE TREASURER OF THE STATE OF
FLORIDA OF THE SUM OF \$50.00 AS A FINE.**

It is further ORDERED AND ADJUDGED that this order shall take effect on April 1, 1944, and the filing of all delinquent mileage reports and the payment of all delinquent mileage taxes, together with said fine of \$50.00, on or before said date, will be accepted as full satisfaction of the judgment herein rendered—otherwise the revocation of said Certificate shall stand and be enforced as of April 1, 1944.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 23d day of February, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1666

DOCKET NO. 926

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Citation against M. R. & R. TRUCKING COMPANY, INC., of Valpariso, Florida, for failure to Report and Pay Mileage Taxes.

Citation against M. R. & R. Trucking Company, Inc., of Valpariso, Florida, issued February 1, 1944, for failure to report and pay Mileage Taxes for the months July to December 1943, inclusive, as required by law. Hearing was held February 23, 1944, pursuant to said Citation. No one appeared for respondent.

From the evidence introduced at said hearing the Commission finds that:

- (1) Respondent holds Certificate of Public Convenience and Necessity No. 11.
- (2) Respondent failed and refused to report and pay Mileage Taxes as charged in said Citation within the time required but did report and pay such Mileage Taxes after receiving Citation aforesaid.
- (3) No cause appears which would excuse the prompt reporting and payment of said Mileage Taxes.

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by this Commission that M. R. & R. Trucking Company, Inc., is guilty of having failed and refused to report and pay its Mileage Taxes as charged in said Citation within the required time and has by reason thereof become liable for certain penalties which are hereby fixed as follows:

1. REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY No. 11.
2. PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF THE SUM OF \$50.00 AS A FINE.

It is further ORDERED AND ADJUDGED that this order shall take effect on March 15th, 1944, but the reporting and payment of all Mileage Taxes then due and not reported and paid, together with the payment of said fine of \$50.00 on or before said date, will be accepted as full satisfaction of this order—otherwise revocation of said Certificate shall stand and be enforced as of March 15th, 1944.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 23d day of February, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1667

DOCKET NO. 310

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Citation against R. C. MOTOR LINES, of Jacksonville, Florida, for failure to Report and Pay Mileage Taxes.

Citation against R. C. Motor Lines of Jacksonville, Florida, issued February 1st, 1944, for failure to report and pay Mileage Taxes for the months of July, August, October, November and December 1943, as required by law. Hearing was held February 23, 1944, pursuant to said Citation. No one appeared for respondent: finds that:

From the evidence introduced at said hearing the Commission finds that:

- (1) Respondent holds Certificate of Registration No. 33 authorizing it to transport general commodities over certain public highways of this State as a common carrier in interstate commerce only.
- (2) Respondent failed and refused to report and pay Mileage Taxes as charged in said Citation within the time required but did report and pay such Mileage Taxes after receiving Citation aforesaid.
- (3) Respondent has failed to show reasonable cause for said delinquency.

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission that R. C. Motor Lines is guilty of having failed and refused to report and pay its Mileage Taxes as charged in said Citation within the required time and by reason thereof has become liable for certain penalties which are hereby fixed as follows:

1. REVOCATION OF CERTIFICATE OF REGISTRATION No. 33.
2. PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF THE SUM OF \$100.00 AS A FINE.

It is further ORDERED AND ADJUDGED that this order shall take effect on March 15th, 1944, but the reporting and the payment of all Mileage Taxes then due and not reported and paid, together with the payment of said fine of \$100.00 on or before said date, will be accepted as full satisfaction of this order—otherwise revocation of said Certificate shall stand and be enforced as of March 15th, 1944.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 23d day of February, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1668

DOCKET NO. 100-121

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of FLORIDA MOTOR LINES CORPORATION for extension of its Certificate of Public Convenience and Necessity No. 8 to cover and include operations in common carriage of passengers, baggage and light express from Barberville to Silver Springs over State Road 500 via Astor and Astor Park and through Ocala National Forest and over State Road No. 74 between Hernando and the intersection of State Roads No. 74 and 81 at a point approximately midway on State Road 74 between Hernando and Ocala.

Pursuant to Notice No. 942 dated February 2, 1944, the above matter came on for formal hearing before the Railroad Commission of the State of Florida at the Angebilt Hotel, Orlando, Florida, at 10 o'clock A. M. on February 18, 1944.

A. Y. Milam, Jacksonville, Florida, appeared for applicant.

R. Bruce Mefert, Chairman, Board of County Commissioners of Marion County, Florida, Ocala, Florida, appeared in behalf of application.

No one appeared in opposition.

I

From the evidence introduced at said hearing as to the route from Barberville to Silver Springs, Florida, over State Road No. 500, the Commission finds that:

(1) No motor bus carrier operates over State Road 500 between Barberville and Silver Springs but applicant holds a Permit from Ocala to Silver Springs—also a Permit from Barberville in a North and South carriage from that point and, if the application is granted, the applicant will be able to connect these points and effect a through service from Ocala to Daytona Beach saving approximately eighty-five miles over the present route and bring a greatly needed transportation service to the intermediate points of Silver Springs, Ocala National Forest, Astor, Astor Park, Barberville and DeLand.

(2) Public Convenience and Necessity require the granting of the application.

II

From the evidence introduced at said hearing as to the route over State Road 74 between Hernando and the intersection of State Roads 74 and 81 at a point approximately midway on State Road 74 between Hernando and Ocala, the Commission finds that:

(1) No Motor Bus Carrier operates over State Road 74 between Hernando and Ocala, the Commission finds that:

(1) No Motor Bus Carrier operates over State Road 74 between Hernando and the intersection of State Roads 74 and 81 but applicant holds a Certificate between said points via Dunnellon. The proposed route would shorten the distance between Hernando and Ocala by at least six miles and would mean a big saving in bus equipment, tires and gasoline as to such busses as might be routed over the same. Applicant desires primarily to send second sections over the proposed route. However, it will provide scheduled service on the order of the Commission and will not deprive Dunnellon of any transportation service by reason of the utilization of the proposed route.

(2) Public Convenience and Necessity require the granting of the application.

III

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida and the application of Florida Motor Lines Corporation for extension of its Certificate of Public Convenience and Necessity No. 8 to cover and include operations in common carriage of passengers, baggage and light express from Barber-

ville to Silver Springs over State Road 500 via Astor, Astor Park and through Ocala National Forest, and over State Road 74 between Hernando and the intersection of State Roads 74 and 81 at a point approximately midway on State Road 74 between Hernando and Ocala be and the same is, hereby, GRANTED upon the following conditions:

- (1) The City of Dunnellon shall not be deprived of any transportation service by reason of the utilization of the new route, and
- (2) Applicant shall institute scheduled service over the new route upon order of the Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Orlando, Florida, the 18th day of February, 1944.

JERRY W. CARTER, Chairman.

CITATION

ORDER NO. 1669

DOCKET NO. 310

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Citation against R. C. Motor Lines, of Jacksonville, Florida, for failure to report and pay certain Mileage Taxes within the time required by law.

This Commission by Order No. 1667, dated February 23, 1944, found the respondent, R. C. Motor Lines of Jacksonville, Florida, guilty of having failed to pay its mileage taxes for the months of July, August, October, November and December 1943 within the time prescribed by law and assessed penalties against the respondent including a fine of \$100.00, and it now appearing that said fine has been paid:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of said fine of \$100.00 be and the same is hereby accepted as full satisfaction of the judgment rendered in Order No. 1667, and said Citation be and the same is, hereby, DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 28th day of March, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1670**DOCKETS NO. 980 AND 1094****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Cancellation of Certificate of Public Convenience and Necessity No. 252, dated November 18, 1942 issued to Stann Stanley, doing business as Stanley's Sightseeing and Taxi Cab Company, Plant City, Florida.

Pursuant to Order No. 1558, dated July 27, 1942, Certificate of Public Convenience and Necessity No. 252, dated November 18, 1942, was issued to Stann Stanley, doing business as Stanley's Sightseeing and Taxi Cab Company of Plant City, Florida, authorizing the transportation of passengers over the public highways between Drane Field and Plant City, Florida, serving Cornet and Springhead, effective during the period of the war and not exceeding six months thereafter.

On December 3, 1943 at a hearing held in Plant City, Florida, the Commission authorized the transfer of the aforesaid Certificate No. 252 to J. M. Parrish and H. W. Parrish upon joint application of Stann Stanley and J. M. and H. W. Parrish whenever said applicants should file with the Commission financial statement, schedules and rates.

Now it appearing that said financial statement, schedules and rates have never been filed with the Commission as required and the Commission having been advised by counsel for J. M. and H. W. Parrish that there appears to be no future need for the service authorized by Certificate No. 252 aforesaid, and the Commission being requested to cancel said Certificate, it is, therefore, in consideration thereof—

ORDERED AND ADJUDGED that Certificate of Public Convenience and Necessity No. 252 heretofore issued to Stann Stanley, doing business as Stanley's Sightseeing and Taxi Cab Company, authorizing transportation of passengers as aforesaid be and the same is, hereby, **CANCELLED** and all authority to transport under said Certificate is hereby **REVOKED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 5th day of April, 1944.

JERRY CARTER, Chairman.

ORDER NO. 1671**DOCKET NO. 664****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Petition of MOTOR FUEL CARRIERS, INC., for an increase in

rates for Intrastate Transportation of Petroleum Products in Bulk in Tank Trucks.

Pursuant to Notice No. 821, dated April 20, 1944, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Chamber of Commerce Building, Tampa, Florida, on Monday, May 8th, 1944, at 10 o'clock A. M. An adjourned hearing was also held at the Angebilt Hotel, Orlando, Florida, at 10 o'clock A. M., Thursday, May 25th, 1944.

The following appearances were entered in this proceeding:
Lewis H. Hill, Jr., Tampa, Florida, for petitioner, Motor Fuel Carriers, Inc.

Martin Sack, Jacksonville, Florida, for Petroleum Carrier Corporation, in support of petition.

W. M. Carney, John A. Bliss and Bernard M. Fitzgerald, representing Fred Vinson, Director of Economic Stabilization, and Chester Bowles, Administrator, Office of Price Administration.

Major Aubrey T. Palmer, Judge Advocate General's Department, representing the Secretary of War.

A. C. Hultgren, representing Shell Oil Company, Inc., New York, New York.

Richard E. Looby, for American Oil Company, Baltimore, Md.
Ed W. Jarvis, representing Standard Oil Company, Louisville, Ky.
W. A. Shanahan, representing Sinclair Refining Company, Atlanta, Georgia.

G. D. Carter, Orange State Oil Company, Miami, Fla.

Major G. P. Texada, District Petroleum Traffic Officer, U. S. Air Forces, Jacksonville; Fla.

C. R. Duckworth and Geo. F. Murphy, Office Price Administration, Washington, D. C.

G. L. Dixon, representing Gulf Oil Corporation, Atlanta, Georgia.

L. A. Carlson, for Gulf Oil Corporation, Pittsburgh, Pa.

L. A. Purvis, for Republic Oil Company, Tampa, Florida.

From the evidence introduced at said hearings the Commission finds that:

(1) The war emergency, together with attendant shortages of manpower and materials, have greatly increased operating costs of transporting bulk petroleum in tank trucks in this State since November 9,

1942. The necessity of resorting to unskilled and inefficient labor and sub-standard repair parts have resulted in a serious depreciation of equipment. Wages, tires, repair parts, insurance and new equipment, when available, have all greatly increased in cost during recent months and have contributed materially to the increased operating costs. Loss of time in securing repair parts and mechanics has resulted in idle equipment. Repair parts and equipment of inferior grade and unskilled mechanics have resulted in less serviceable operating equipment, all of which have tended to increase operating costs. There appears to be no prospect for immediate relief. On the contrary, the situation appears to be progressively worse each month.

(2) The present rates established by Order No. 1582 dated November 9, 1942, for the intrastate transportation of petroleum products in the State of Florida in tank trucks are, as a result of these increased operating costs, unreasonably low and non-compensatory and by reason thereof jeopardize the financial stability of common carriers engaged in the transporting of petroleum products in tank trucks in the State of Florida.

(3) In its Investment Account, petitioner carries an item of \$58,578.00 which represents the purchase price paid by it to its predecessor for "Florida Intrastate Rights" which were obtained by transfer and assignment from the original Certificate holder. This item cannot properly be taken into consideration in arriving at reasonable rates but should be amortized in accordance with the presently effective Accounting Classification.

(4) A terminal charge of \$6.00 per load, plus sixteen cents per truck mile, mean mileage and one hundred per cent empty return with a minimum charge of \$10.00 per load, will produce reasonable, compensatory rates for intrastate transportation of bulk petroleum in tank trucks in the State of Florida under present conditions.

Wherefore it is in consideration thereof, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that all rates heretofore authorized by this Commission for the transportation in tank trucks of the commodities listed on Appendix "A", hereto attached and made a part of this order, be and the same are hereby SUSPENDED, and the petitioner herein, and all other common carriers in the State of Florida engaged in intrastate transportation of petroleum products in tank trucks, shall observe and abide by the rates set out in said Appendix "A" for the transportation of the commodities listed thereon.

It is further ORDERED AND ADJUDGED that the petitioner shall amortize its investment classified as franchise and permits in accordance with the presently effective Accounting Classification over a period not to exceed five years.

It is further ORDERED AND ADJUDGED that this order shall become effective at 12:01 A. M. on June 15th, 1944.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, this 2d day of June, 1944.

JERRY W. CARTER, Chairman.

**BULK PETROLEUM RATES EFFECTIVE AT
12:01 o'Clock A. M. JUNE 15-1944**

COMMODITY DESCRIPTION

Bulk Petroleum Products, viz:

Gasoline, including blended gasoline, kerosene, naptha and naptha distillate, in tank trucks, estimated weight 6.6 pounds per gallon.

RATES

Petroleum Products, in bulk in tank trucks, as described above, between all points in the State of Florida.

Rates will be based on the following Mileage Table of Rates, which is governed by Mileage Guide No. 4, Household Goods Carriers' Bureau, J. F. Rowan, Executive Secretary, MF-I. C. C. No. 27, supplements thereto or successive issues thereof, as to mileages and distances, except as may be otherwise shown herein.

LOADED		RATES IN CENTS PER CWT
MILES AND OVER		
13	1	3.8
20	13	4.3
30	20	5.3
40	30	6.5
50	40	7.7
60	50	8.9
70	60	10.2
80	70	11.4
90	80	12.6
100	90	13.8
110	100	15.0
120	110	16.2
130	120	17.4
140	130	18.6
150	140	19.8
160	150	21.1
170	160	22.3
180	170	23.5
190	180	24.7
200	190	25.9
210	200	27.1

LOADED		RATES IN CENTS PER CWT
MILES AND OVER		
220	210	28.3
230	220	29.5
240	230	30.8
250	240	32.0
260	250	33.2
270	260	34.4
280	270	35.6
290	280	36.8
300	290	38.0
310	300	39.2
320	310	40.5
330	320	41.7
340	330	42.9
350	340	44.1
360	350	45.3
370	360	46.5
380	370	47.7
390	380	48.9
400	390	50.2
410	400	51.4
420	410	52.6
430	420	53.8
440	430	55.0
450	440	56.2
460	450	57.4
470	460	58.6
480	470	59.8
490	480	61.1
500	490	62.3

ORDER NO. 1672

DOCKET NO. 200

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Operating rights of PLOOF TRANSFER COMPANY, a corporation, and transfer of said rights to W. B. COPELAND AND P. J. COPELAND, trading and doing business as PLOOF TRANSFER COMPANY.

On May 9, 1941 the Commission entered its Order No. 1458 approving joint applicaiton of H. C. Ploof, doing business as H. C. Ploof Transfer and Ploof Transfer Company, a corporation, for approval of

transfer of Permit No. 138, as extended, from H. C. Ploof, doing business as H. C. Ploof Transfer, to Ploof Transfer Company, a corporation.

Since the entry of this order it has been called to the attention of the Commission that Permit No. 138, among other things, authorized the transportation of uncrated household goods between Jacksonville, Florida, and all points in the State of Florida, and that companies authorized to transport used uncrated household goods in intrastate commerce in Florida must obtain Limited Common Carrier Certificates of Public Convenience and Necessity.

The Commission now has before it an application filed by Ploof Transfer Company, a corporation, and W. B. Copeland and P. J. Copeland, as co-partners, trading and doing business as Ploof Transfer Company, requesting transfer of Permit No. 138 from the corporation to the partnership. It appears from the petition that the members of said partnership are the owners of all the corporation's capital stock and that they have consented to the transfer. Since there is in fact no actual change in the ownership and, further in view of the fact that the authority contained in Permit No. 138 should be incorporated in a Limited Common Carrier Certificate, the Commission is of the opinion that the authority vested in Permit No. 138 should be transferred to W. B. and P. J. Copeland, co-partners, trading and doing business as Ploof Transfer Company, and further that Permit No. 138 should be cancelled and a Certificate of Public Convenience and Necessity as a Limited Common Carrier should be awarded to W. B. Copeland and P. J. Copeland, as co-partners, trading and doing business as Ploof Transfer Company.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the authority granted in Permit No. 138 be and the same is hereby transferred to W. B. Copeland and P. J. Copeland, as co-partners, trading and doing business as Ploof Transfer Company.

It is further **ORDERED** that Permit No. 138 be and the same is hereby **CANCELLED**.

It is further **ORDERED** that a Limited Common Carrier Certificate of Public Convenience and Necessity do issue to W. B. Copeland and P. J. Copeland, as co-partners, trading and doing business as Ploof Transfer Company, authorizing the said partnership:

(1) To transport uncrated household goods, office fixtures, store fixtures, and stock, pursuant to the Rules of this Commission with reference thereto;

(2) To transport building and contractors' material from Jacksonville and South Jacksonville to points in the Jacksonville territory

where such transportation is purely incidental to the transfer business of said partnership;

(3) To occasionally, when required to do so upon the unsolicited request of one of its regular customers, transport building and contractors' material to points beyond the city limits of Jacksonville and South Jacksonville located in the Jacksonville territory.

However, the said partnership shall not solicit regular trips for the purpose of transporting property for compensation to points in the State of Florida on the route of or served by common carriers either rail or motor.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 27th day of May, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1673

DOCKETS NO. 789 AND 2007

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Joint application of AIR BASE BUS LINES, INC., and TAMPA AIR BASE BUS LINES, INC., for transfer of Certificate of Public Convenience and Necessity No. 236 covering Carriage of Passengers between Tampa, Florida, and McDill Field, Florida, and Drew Field, Florida, and between Tampa, Florida, and Temple Terrace, Florida.

Pursuant to Notice No. 946, dated April 3, 1944, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Chamber of Commerce Building, Tampa, Florida, on Wednesday, April 19, 1944.

A. Pickens Coles and Seth Dekle, Attorneys at Law, appeared for applicants.

Air Base Bus Lines, Inc., is the holder of Certificate of Public Convenience and Necessity No. 236 issued by the Railroad Commission of the State of Florida by virtue of Order No. 1250, dated January 18, 1940, supplemented by Order No. 1333 dated August 16, 1940 and by Order No. 1398 dated February 7, 1941, authorizing common carriage of passengers by motor vehicle between Tampa, Florida, and McDill Field and Drew Field, Florida, and between Tampa, Florida, and Temple Terrace, Florida.

It appears from the record that the Board of Directors of Air Base Bus Lines, Inc., authorized the officers of said company to sell

to Tampa Air Base Bus Lines, Inc., the physical assets of the Air Base Bus Lines, Inc., together with all franchise rights or interest in and to any contracts now in effect, and also the garage property located on Cass Street.

It further appears from the record that the Board of Directors of Tampa Air Base Bus Lines, Inc., authorized the officers of that company to purchase from Air Base Bus Lines, Inc., the physical assets of the company, together with all franchise rights or interest in and to any contracts now in effect, and also the garage property located on Cass Street.

Pursuant to this authorization the transferor and transferee executed the Sales Agreement as of February 1, 1944 for the sale of the franchise rights, equipment and good will of the Air Base Bus Lines, Inc.

It appears from the record that Tampa Air Base Bus Lines, Inc., is financially fit, willing and able to conduct the operations authorized under Certificate of Public Convenience and Necessity No. 236.

The Commission has given careful consideration to the record and is of opinion that the granting of the application would be in the public interest.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of Air Base Bus Lines, Inc., and Tampa Air Base Bus Lines, Inc., for transfer of Certificate of Public Convenience and Necessity No. 236 from Air Base Bus Lines, Inc. to Tampa Air Base Bus Lines, Inc., covering common carriage of passengers between Tampa, Florida, and McDill Field, Florida, and Drew Field, Florida, and between Tampa, Florida, and Temple Terrace, Florida, be and the same is hereby **APPROVED** and made effective as of February 1, 1944.

It is further **ORDERED AND ADJUDGED** that the difference between the purchase price and the cost of the physical property plus the organization cost, patent rights and licenses, if any, shall be charged by transferee to Account No. 1104, Miscellaneous Capital, and amortized over a period of not in excess of five (5) years.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at the Chamber of Commerce Building, Tampa, Florida, on April 19, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1674**DOCKET NO. 974****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Cancellation of Certificate of Public Convenience and Necessity No. 245 dated July 14, 1942, issued to (MRS.) HALLINE CHAPMAN SPILLMAN, Route 6, Box 155, Tallahassee, Florida.

Pursuant to Order No. 1547 dated June 16, 1942, Certificate of Public Convenience and Necessity No. 245, dated July 14, 1942, was issued to (Mrs.) Halline Chapman Spillman, authorizing the transportation of passengers and light express between Ivan, Wakulla County, Florida, and Tallahassee, Florida, using Roads 110 and 10.

Under date of March 28, 1944 (Mrs.) Halline Chapman Spillman notified the Railroad Commission of the State of Florida that she had permanently discontinued her operations and would no longer be able to render service to the public.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 245, dated July 14, 1942, issued to (Mrs.) Halline Chapman Spillman, authorizing the transportation of passengers and light express between Ivan, Wakulla County, Florida, and Tallahassee, Florida, using Roads 110 and 10, be and the same is, hereby, **CANCELLED** as of April 6, 1944, and all authority to operate under said Certificate is hereby **REVOKED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 15th day of May, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1675**DOCKET NO. 634****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Application for transfer of Limited Common Carrier Certificate of Public Convenience and Necessity No. 5 from I. M. Lieberman, doing business as Moed's Transfer Company, Jacksonville, Florida, to I. M. Lieberman, I. Lieberman, Murry Glickstein and Alfred M. Nathan, co-partners, Jacksonville, Florida, doing business as Moed's Transfer Co.

Pursuant to Notice No. 945 dated March 14, 1944 this matter came on for formal hearing before the Railroad Commission of the State of

Florida at the Mayflower Hotel, Jacksonville, Florida, on March 31, 1944.

Joseph M. Glickstein, Attorney, Guaranty Trust & Savings Bank Building, Jacksonville, Florida, appeared for applicants.

This is a joint application to transfer Limited Common Carrier Certificate of Public Convenience and Necessity No. 5 from I. M. Lieberman, doing business as Moed's Transfer Company, Jacksonville, Florida, to I. M. Lieberman, I. Lieberman, Murray Glickstein and Alfred M. Nathan, co-partners, Jacksonville, Florida, doing business as Moed's Transfer Co.

It appears from the record that I. M. Lieberman, I. Lieberman, Murray Glickstein and Alfred M. Nathan, co-partners, doing business as Moed's Transfer Co., are financially fit, willing and able to conduct the operations authorized under Limited Common Carrier Certificate No. 5, and the Commission is of the opinion that the granting of the application would be in the public interest.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application for transfer of Limited Common Carrier Certificate of Public Convenience and Necessity No. 5 from I. M. Lieberman, doing business as Moed's Transfer Company, Jacksonville, Florida, to I. M. Lieberman, I. Lieberman, Murray Glickstein and Alfred M. Nathan, co-partners, Jacksonville, Florida, doing business as Moed's Transfer Co., be and the same is hereby **APPROVED** effective as of December 31, 1943.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at the Mayflower Hotel, Jacksonville, Florida, on March 31, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1676

DOCKET NO. 2005

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of D. A. LAYTON, Orlando, Florida, for Contract Carrier Certificate of Public Convenience and Necessity to transport Aviation Gasoline for Army Air Forces at established rates from stated distribution points to named Air Fields over the shortest available State Highways for the duration of the war and six months thereafter.

Pursuant to Notice No. 945, dated March 14, 1944, the above matter came on for formal hearing before the Railroad Commission of the

State of Florida at the Mayflower Hotel, Jacksonville, Florida, at 10 o'clock A. M. March 31, 1944.

A. Y. Milam, Jacksonville, Florida, appeared for applicant.

Major Reid B. Barnes, Judge Advocate General's Department, appeared in behalf of Secretary of War in support of application.

Lewis H. Hill, Jr., Tampa, Florida, and Martin Sack, Jacksonville, Florida, appeared respectively for Motor Fuel Carriers, Inc., and Petroleum Carrier Corporation, protestants.

From the evidence introduced at said hearing the Commission finds that:

(1) The applicant proposes to transport aviation gasoline as a Private Contract Carrier for the Army Air Forces for the duration of the war emergency and six months thereafter at established rates serving Air Fields at Lakeland, Orlando, Pine Castle, Kissimmee, Leesburg and Avon Park, Florida, over the shortest available State Highways from Tampa and Port Tampa as distribution points with Jacksonville as alternate point of origin when required supplies are not available at Tampa.

(2) The Air Fields proposed to be served by applicant require several million gallons of aviation gasoline per month and any delay in the transportation of such gasoline to said Air Fields directly affects and retards the war effort by slowing down the training schedule of the men in the Air Force Stations at said Air Fields.

(3) Only approximately one-third of the total gallonage of aviation gasoline used at said air fields are presently transported by means of tank trucks operated by common carriers of petroleum products, while two-thirds of such total gallonage is being transported by tank cars and United States tank trucks which are badly needed elsewhere.

(4) Applicant has three trucks and trailers which when placed in operation will be sufficient to release twelve tank cars for use elsewhere and said applicant is financially fit and able to conduct the operations under the application herein.

(5) The granting of the application would be in the public interest and would meet the requirements of public convenience and necessity.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of D. A. Layton, Orlando, Florida, for a Certificate of Public Convenience and Necessity as a Private Contract Carrier of Aviation Gasoline for the Army Air Forces for the duration of the war emergency and six

months thereafter at established rates serving Air Fields at Lakeland, Orlando, Pine Castle, Kissimmee, Leesburg and Avon Park, Florida, over the shortest available State Highways from Tampa, and Port Tampa as distribution points with Jacksonville as alternate points of origin when required supplies are not available at Tampa, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in open session at the Mayflower Hotel, Jacksonville, Florida, the 31st day of March, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1677

DOCKET NO. 979

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of JAMES ERNEST CANNON, doing business as Costal Stages, Florala, Alabama, for extension of his Certificate of Public Convenience and Necessity No. 216.

This matter came on for hearing before the Railroad Commission of the State of Florida at the San Carlos Hotel, Pensacola, Florida, on February 29, 1944 at 10 o'clock A. M. pursuant to Notice No. 944.

The following appearances were entered at said hearing:

T. Franklin West, Milton, Florida, for applicant.

Leroy Collins, Tallahassee, Florida, and James S. Wilson, Atlanta, Georgia, for Georgia Stages.

H. B. Greenslit, New Orleans, La., for protestants.

From the evidence received at said hearing the Commission finds that:

(1) Applicant is presently operating under Certificate of Public Convenience and Necessity No. 216 and is here requesting an extension of said Certificate so as to include within his operations the transportation of passengers, baggage, mail, and light express over the following routes:

From DeFuniak Springs, Florida, to the Florida-Alabama State line, over State Highway No. 60, via Glendale and Gaskin, and return over the same route, with the right to serve all intermediate points.

From DeFuniak Springs, Florida, to the Florida-Alabama State line, over U. S. Highway 90, between DeFuniak Springs and Ponce de Leon, Florida.

Over Florida State Highway No. 88, between Ponce de Leon, Florida, and the Florida-Alabama State line.

From the junction of State Highway No. 10 and State Highway No. 54 to Freeport, Florida, over State Highway No. 10 via Niceville, Villa Tasso and Portland and return over the same route with the right to serve all intermediate points.

From junction of State Highway No. 10 and State Highway No. 54 to DeFuniak Springs, Florida, over State Highway No. 218 to the junction of State Highway No. 218 and U. S. Highway No. 90; thence over U. S. Highway No. 90 to DeFuniak Springs, Florida, via Mossy Head, and return over the same route with the right to serve all intermediate points.

From Crestview, Florida, to Holt, Florida, over U. S. Highway No. 90, via Milligan and Galliver, and return over the same route, with the right to serve all intermediate points.

From Milligan, Florida, to Baker, Florida, over State Highway No. 41 and return over the same route, with the right to serve all intermediate points.

(2) The applicant seeks authority to operate over that portion of the above routes between Freeport and Niceville; Crestview, Holt and Baker; Mossy Head and DeFuniak Springs, only for the duration of the war and six months thereafter with service over such portions of the route limited to passengers destined to and from Eglin Field.

(3) Applicant agrees to operate with closed doors over any portion of the proposed route which is presently served by any other motor bus operator holding Certificate from this Commission.

(4) Applicant is financially fit and able to conduct the operations contemplated by the application herein.

(5) The granting of the application would be in the public interest and would meet the requirements of public convenience and necessity.

Wherefore, it is, in consideration thereof, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of James Ernest Cannon, doing business as Coastal Stages of Florala, Alabama, for an extension of his Certificate of Public Convenience and Necessity No. 216 be, and the same is, hereby, GRANTED subject to the following limitations:

1. Operations between Freeport and Niceville; Crestview, Holt Baker; Mossy Head and DeFuniak Springs, shall be only for the duration of the war and six months thereafter with service over such routes limited to passengers destined to and from Eglin Field, Florida.
2. Operations over any portion of the proposed route which is presently served by any other motor bus operator holding Certificate from this Commission shall be with CLOSED DOORS.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at the San Carlos Hotel, Pensacola, Florida, the 29th day of February, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1677-A

DOCKET NO. 15

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of Scott M. Loftin and John W. Martin, Trustees of the Florida East Coast Railway Company, for authority to abandon bus-truck operations between Palatka and East Palatka, Florida.

This matter came on for hearing before the Railroad Commission of the State of Florida on the application of Scott M. Loftin and John W. Martin, Trustees of the Florida East Coast Railway Company, for authority to discontinue and abandon its bus-truck operations between Palatka and East Palatka, Florida.

It appears that by Order No. 696 dated September 28, 1934, the Florida East Coast Railway and its Receivers were awarded Certificate of Public Convenience and Necessity No. 188 to operate as a COMMON CARRIER transporting freight, passengers, mail and express between Palatka, East Palatka and San Mateo, Florida. It further appears that the Commission, by its Order 1602 dated February 11, 1943, authorized the Florida East Coast Railway Company to abandon the San Mateo Branch of the operation.

The applicants have filed with this Commission a statement showing the business done by the Florida East Coast Railway Company in its bus-truck operations between Palatka and East Palatka for the month of December, 1943, and also for the twelve months ending December 31, 1943. It appears from this statement that the rail carrier suffered a net deficit of \$2,124.22.

The Commission has considered this application and the operating statement of the railroad and has also taken into consideration the fact that Florida Motor Lines Corporation operates two round trips per day between Palatka and St. Augustine, Florida, serving East Palatka, and is of opinion that the application for abandonment of this bus-truck service should be granted.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** that the application of Scott M. Loftin and John W. Martin, Trustees of the Florida East Coast Railway Company, for the discontinuance and abandonment of bus-truck operation between Palatka and East Palatka be and the same is hereby **APPROVED**.

It is further **ORDERED** and **ADJUDGED** that Certificate of Public Convenience and Necessity No. 188 be and the same is hereby **CANCELED** and **REVOKED**.

DONE and **ORDERED** by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 17th day of July, 1944.

ORDER NO. 1678

DOCKET NO. 100-103

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of **RIDGWAY TRANSFER COMPANY**, a Corporation doing business as Ridgeway Transfer and Storage Company, Daytona Beach, Florida, for Certificate of Registration as an interstate carrier.

This is an application made by Ridgeway Transfer Company, a corporation doing business as Ridgeway Transfer and Storage Company, Daytona Beach, Florida, for a Certificate of Registration of its interstate operating rights.

It appears to the Commission that the Interstate Commerce Commission in Docket No. MC 38567 issued a Certificate of Public Convenience and Necessity on March 21, 1942, to the applicant authorizing transportation in interstate or foreign commerce over irregular routes as follows:

HOUSEHOLD GOODS, as defined in Practices of Motor Common Carriers of Household Goods, 17 MCC 467.

Between points and places in Daytona Beach, Florida.

Between Daytona Beach, Florida, on the one hand, and, on the other, points and places in Florida.

BOILERS, MACHINERY, SAWMILL EQUIPMENT, and parts thereof,

Between points and places within 100 miles of Daytona Beach, Florida, including Daytona Beach.

GENERAL COMMODITIES,

Between Daytona Beach, Florida, on the one hand, and, on the other, points and places in Volusia County, Florida.

MEATS AND PACKING HOUSE PRODUCTS,

From Jacksonville, Orlando, and Daytona Beach, Florida, to points and places within 60 miles of Daytona Beach, with no transportation for compensation on return, except as otherwise authorized.

The Commission has given careful consideration to the application and is of the opinion that same should be granted and that a Certificate of Registration should be issued.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that a Certificate of Registration be issued to Ridgway Transfer Company, a corporation doing business as Ridgway Transfer and Storage Company, Daytona Beach, Florida, authorizing transportation in interstate and foreign commerce in the State of Florida as follows:

HOUSEHOLD GOODS, as defined in Practices of Motor Common Carriers of Household Goods, 17 MCC 467.

Between points and places in Daytona Beach, Florida .

Between Daytona Beach, Florida, on the one hand, and, on the other, points and places in Florida.

BOILERS, MACHINERY, SAWMILL EQUIPMENT, and parts thereof,

Between points and places within 100 miles of Daytona Beach, Florida, including Daytona Beach.

GENERAL COMMODITIES,

Between Daytona Beach, Florida, on the one hand, and, on the other, points and places in Volusia County, Florida.

MEATS AND PACKING HOUSE PRODUCTS,

From Jacksonville, Orlando, and Daytona Beach, Florida, to points and places within 60 miles of Daytona Beach, with no transportation for compensation on return, except as otherwise authorized.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 19th day of July, A. D. 1944.

Signed: EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1679

DOCKETS NOS. 100-121 AND 1086

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Leashold Operating Agreement between **FLORIDA MOTOR LINES CORP.**, and **DON KAY**, doing business as **OCALA TRANSIT COMPANY**.

ORDER APPROVING AGREEMENT

There has been submitted to this Commission for its approval that certain Leashold Operating Agreement dated July 6, 1944, between the Florida Motor Lines Corp., lessor, and Don Kay, doing business as Ocala Transit Company of Ocala, Florida, lessee.

From said Agreement and the records before this Commission, it appears that the lessor is a duly certificated motor carrier of passengers, baggage and light express, operating in the state of Florida and particularly operating as the exclusive inter-city carrier between the cities of Ocala and Dunnellon, which operation is conducted under the jurisdiction of this Commission and the Interstate Commerce Commission.

It further appears that the lessee is a local motor transit operator serving the city of Ocala, Florida, in urban motor transit carriage and is duly licensed for such service under municipal ordinance.

Likewise it appears that the Army of the United States has established an Army center and training field between the cities of Dunnellon and Ocala and the United States Army, municipal authorities and lessee are all desirous of extending the urban service of lessee to include and serve said Army center and training field.

It is shown by said Agreement that lessor in its operation of multiple daily schedules each way between the cities of Ocala and Dunnellon, is unable to furnish and supply local schedules fully and adequately meeting the need disclosed in said agreement, and lessor and lessee have mutually agreed in the interest of the convenience and necessity of the military and civilian personnel, involved, that lessee shall be temporarily authorized to render the needed service for the period of the War emergency and six months thereafter under the

authority and franchise of Florida Motor Lines Corp., and to abide by and comply with all of the laws of the State of Florida and the rules and regulations of the Florida Railroad Commission and to pay all mileage taxes assessed for such operation. The Florida Motor Lines Corp., has agreed to be responsible for any to pay the mileage taxes imposed by the law for such service after having received the same from the said Don Kay and to make such reports of this operation as is required by law.

After due and proper consideration of the presently existing emergency and of the provisions of the aforesaid Leashold Operating Agreement, the Commission is of the opinion that said agreement should be approved, without however, relinquishing any of the Commission's rights and powers to hereafter cancel the same and require said lessee to apply to it for a Certificate of Public Convenience and Necessity to perform the service outlined in said agreement.

Wherefore, it is **CONSIDERED, ORDERED** and **ADJUDGED** by the Railroad Commission of the State of Florida that the Leashold Operating Agreement made and entered into on June 6, 1944, by and between Florida Motor Lines Corp., and Don Kay, doing business as Ocala Transit Company, a copy of which agreement is on file with this Commission, be and the same is hereby approved.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the city of Tallahassee, Florida, this the 8th day of June A. D. 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1680

DOCKETS NOS. 100-27 AND 100-13

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Joint application of Mary M. Kettner, doing business as **GLADES "K" MOTOR LINES** and **TAMIAMI TRAIL TOURS, INC.**, for transfer of Certificate of Public Convenience and Necessity No. 108.

ORDER APPROVING TRANSFER

The Commission held a formal hearing on the above matter at ten o'clock A. M. Wednesday, April 19, 1944, in the Chamber of Commerce building at Tampa, Florida, pursuant to Notice No. 946, dated April 3, 1944.

A. Pickens Coles, Tampa Florida and Newman T. Miller, West Palm Beach, Florida appeared for applicants.

A. Y. Milam, Jacksonville, Florida, appeared for Protestant, Florida Motor Lines.

From the evidence introduced at said hearing, the Commission finds that applicants have complied with the requirements of law and the rules of this Commission relating to the transfer of Certificate of Public Convenience and Necessity; that no objections have been interposed to said transfer sufficient to warrant this Commission in refusing to grant said application; and that the \$75,000 purchase price is apportioned by applicants as follows: \$40,000 to franchise investment, \$16,600 to pre-paid salary and the balance of \$18,400 not to appear on books of purchaser because it represents rentals to be paid by Glades Motor Lines, Inc.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application for approval of the transfer and sale of certificate of Public Convenience and Necessity No. 108, to Tamiami Trail Tours, Inc., covering **COMMON CARRIER** passenger operations between West Palm Beach, Florida and Clewiston, Florida, via Canal Point, Pahokee and Belle Glade, and between Childs Crossing, Florida and Miami, via Moore Haven, Belle Glade and over state highway No. 26 to Miami and via Ft. Lauderdale, with closed doors between Ft. Lauderdale and Miami, be, and the same is hereby approved, subject however, to the following provisions:

1. The \$40,000 aforesaid allocated to "franchise investment" must be charged to account No. 1550 and amortized by charging to account No. 7500 in equal monthly installments over a period not exceeding five years.

2. The \$16,600 aforesaid allocated to "prepaid salaries" must be charged to account No. 1 800-6 and credited to the proper operational account in equal monthly installments over the four year period to which it applies.

3. The \$18,400 to be paid by Glades Motor Lines, Inc., but guaranteed by Tamiami Trail Tours, Inc., if paid by Tamiami Trail Tours, Inc., must be charged to Glades Motor Lines, Inc., as an account receivable.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this the 17th day of July, A. D. 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1681**DOCKET NO. 1047****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Applications of **CENTRAL OIL COMPANY, INC.**, for extension of its certificate of Public Convenience and Necessity.

ORDER GRANTING APPLICATIONS

The Commission held a formal hearing on the above matter at ten o'clock A. M. July 5, 1944, at the Angebilt Hotel, Orlando, Florida, pursuant to notice No. 949, dated June 1, 1944.

A Pickens Coles, Tampa, Florida, appeared for applicant.

No one appeared in opposition to the applications.

As set out in the applications and the amendments thereto, Central Oil Company, Inc., seeks to have its temporary certificate of Public Convenience and Necessity, issued by virtue of Order No. 1619, dated April 12, 1943, made permanent and extended so as to include the transportation in bulk of crude oil, cut-back asphalts, hot liquid asphalts, asphalts paving cements, and prime tar, between Tampa, Port Tampa, Panama City, Jacksonville, Miami, Port Everglades, and Pensacola, and all other points and places within the state of Florida; also to include the transportation of heavy oil-field equipment in special transportation equipment between any points within the state of Florida.

From the evidence introduced at said hearing the Commission finds that the applicant is financially able to operate the extension applied for; that there is no other carrier operating under the jurisdiction of this Commission holding a limited common carrier certificate of Public Convenience and Necessity authorizing the transportation of the products covered by the application herein; that operations under the proposed extension would not tend to cause congestion on the highways over which said operations will be conducted; that applicant agrees to abide by the rates and fares, rules and regulations of this Commission with reference to such operations; and that the present and future Public Convenience and Necessity require that said certificate be made permanent and extended as applied for in said applications.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that certificate of Public Convenience and Necessity issued to Central Oil Co., Inc., pursuant to Order No. 1619, dated April 12, 1944, be extended so as to include therein the transportation in bulk of crude oil, cut-back asphalts, hot liquid asphalts, asphalt paving cements and prime tar, between Tampa, Port Tampa, Panama City, Jacksonville, Miami, Port Everglades and Pensa-

cola and all other points and places within the State of Florida; also that said certificate be amended to include the transportation of heavy oil-field equipment in special transportation equipment, between any points within the State of Florida, such special transportation equipment to consist of tandem axle pole trailers for use in hauling pipes and lumber, aid drop frame or float trailers for use in hauling rigs and other bulky assemblies, also caterpillar tractor equipment.

It is further ORDERED AND ADJUDGED that the words "For the duration of the war and six months thereafter" be deleted from said certificate and said certificate as hereby amended, be made permanent.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at the Angebilt Hotel in Orlando, Florida, the 5th day of July, A. D. 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1682

DOCKETS NOS. 326 AND 451

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Joint application of GEORGIA STAGES, INC., and ALAGA COACH LINES, INC., for approval of the transfer from GEORGIA STAGES, INC. to ALAGA COACH LINES, INC., of certain operating rights under certificate of Public Convenience and Necessity No. 194.

ORDER GRANTING APPLICATION

Commissioner Eugene S. Matthews held a formal hearing on the above matter in the office of the Commission at Tallahassee, Florida, at ten o'clock A. M. July 11, 1944, pursuant to Notice No. 951, dated June 12, 1944, for the purpose of developing the record to be submitted to the full Commission for decision.

T. E. Buntin, Dothan, Alabama, appeared for Alaga Coach Lines, Inc.

James S. Wilson, Atlanta, Georgia, appeared for Georgia Stages, Inc.

No one appeared in opposition to the application.

Applicants seek by this proceeding to have the Commission approve the transfer from Georgia Stages, Inc., to Alaga Coach Lines, Inc., of the operating rights contained in certificate of Public Convenience

and Necessity No. 194, pertaining to the transportation of passengers, their baggage, light express, newspapers and mail over the following routes:

Between Panama City, Florida and Alabama-Florida State Line enroute Dothan, Alabama, including intermediate points. From Panama City, Florida, over Florida State Highway No. 20 to its junction with Florida Highway No. 6, thence over Florida Highway No. 6 to Alabama-Florida State Line; also over Florida State Highway No. 1 from Cottondale, Florida, to Marianna, Florida; also over Florida State Highway No. 6 from Marianna, Florida to its junction with Florida Highway No. 20, and return over same route; and between Graceville and Campbellton, Florida, over Florida State Highway No. 123 but expressly excepting therefrom and reserving to Georgia Stages, Inc., full and continuous and unbroken transportation operating rights between Graceville, Florida, and the Florida-Alabama State Line over Florida State Highway No. 52 enroute to Dothan, Alabama.

From the evidence introduced in this proceeding which has been duly considered by the full Commission, the Commission finds that the applicants have complied with the requirements of laws and the rules of this Commission relating to the transfer of certificate of Public Convenience and Necessity and that no objections have been interposed to the transfer now under consideration.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida, that the joint application for approval of the transfer and sale of portions of certificate of Public Convenience and Necessity No. 194, covering the transportation of passengers, their baggage, light express, newspapers and mail over the routes herein before set out, be, and the same is hereby approved.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the city of Tallahassee, Florida, this 17th day of July, A. D. 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1683

DOCKET NO. 976

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Leasehold operating agreement between FLORIDA MOTOR LINES CORPORATION and CITIES TRANSIT, LTD.

ORDER APPROVING AGREEMENT

There has been submitted to this Commission for its approval, that certain leasehold operating agreement dated January 1, 1944, between the Florida Motor Lines Corporation, lessor, and Cities Transit Ltd., a Florida limited partnership, with principal place of business in Miami, Dade County, Florida, lessee.

From said agreement and the records before this Commission, it appears that Cities Transit, Ltd., is a limited partnership which has succeeded Cities Transit Company, a corporation, which formerly was Florida Associates, Inc., with which latter corporation, Florida Motor Lines Corporation executed an operating agreement which was previously approved by this Commission, in Order No. 1553, Docket No. 976, on June 24, 1942, and the purpose of the present agreement between Florida Motor Lines Corporation and Cities Transit, Ltd., is for the purpose of substituting Cities Transit, Ltd., in place of Florida Associates, Inc., said limited partnership succeeding to all of the rights which Florida Associates Inc., had under the above mentioned leasehold operating agreement and assuming all of the obligations imposed upon Florida Associates, Inc. in said agreement.

After due and proper consideration of the presently existing emergency and of the provisions of the aforesaid agreement, the Commission is of the opinion that said agreement should be approved, without however, relinquishing any of the Commission's rights and powers to hereafter cancel the same and require said lessee to apply to it for a certificate of Public Convenience and Necessity to perform the service outlined in said agreement.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida, that the agreement made and entered into on January 1, 1944, by and between Florida Motor Lines Corporation and Cities Transit, Ltd., a copy of which agreement is on file with this Commission, be, and the same is hereby approved.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the city of Tallahassee, Florida, this the 28th day of July, A. D. 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1684**DOCKET NO. 961****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Application of RED BUS LINE, INC., of Stuart, Florida, for extension of Certificate of Public Convenience and Necessity No. 247.

ORDER GRANTING APPLICATION

Commissioner W. B. Douglass held a formal hearing on the above matter in the Country Court House at Miami, Florida, on August 23, 1944, at 10 o'clock A. M. pursuant to Notice No. 954 dated August 8, 1944, for the purpose of developing the record to be submitted to the full Commission for its decision.

Edwin A. Menninger, Stuart, Florida, appeared for Red Bus Line, Inc.

T. B. O'Steen, Jacksonville, Florida, appeared for Florida Motor Lines as its interest may appear.

As set out in the application, Red Bus Line, Inc., of Stuart, Florida, seeks to have its Certificate of Public Convenience and Necessity No. 247 extended in scope so as to provide for operation thereunder between Stuart and Fort Pierce, Florida, primarily over State Road No. 140, but also over State Road No. 4, for the duration of the war and six months thereafter.

From the evidence adduced at said hearing the Commission finds that there is a temporary transportation emergency existing in the territory covered by the application caused by the unusual number of service men located in that vicinity which places a severe burden on present transportation facilities and that the public convenience and necessity require added transportation facilities, at least for the duration of the war and six months thereafter. The Commission also finds that the applicant is financially fit, and able to conduct the extended operations contemplated by its application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 247, heretofore issued to Red Bus Line, Inc., of Stuart, Florida, be and the same is hereby extended in scope so as to include therein authority to operate said Bus Line from Stuart, Florida, to Fort Pierce, Florida, primarily over State Road No. 140 but incidentally over State Road No. 4, as well, for the duration of the war and six months thereafter.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 24th day of August, 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1685**DOCKETS NO. 2013 AND 736****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Joint application of MIAMI-OPA LOCKA BUS LINES, INC., of Miami, Florida, and METROPOLITAN TRANSIT COMPANY, a partnership, of Miami, Florida, for approval of the sale and transfer of Certificate of Public Convenience and Necessity No. 229, together with all extensions thereto.

Commissioner W. B. Douglass held a formal hearing on the above matter at the County Court House in Miami, Florida, on August 22, 1944, at 10 o'clock A. M. for the purpose of developing the record herein to be submitted to the full Commission for its decision.

Robert C. Lane and F. L. Rhoads appeared for applicants.

No one appeared in opposition to the application.

Applicants seek by this proceeding to have the Commission approve the transfer of Certificate of Public Convenience and Necessity No. 229, together with all extensions thereto, from Miami Opa Locka Bus Lines, Inc., to Metropolitan Transit Company, a partnership composed of Robert C. Lane and F. L. Rhoads of Miami, Florida.

From the evidence adduced in this proceeding, which has been duly considered by the full Commission, the Commission finds that the applicants have complied with the requirements of law and the rules of this Commission relating to the transfer of Certificates of Public Convenience and Necessity, and that no objections have been interposed to the transfer now under consideration.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the joint application for approval of the transfer and sale of Certificate of Public Convenience and Necessity No. 229, together with all extensions thereto, from Miami Opa Locka Bus Lines, Inc., to Metropolitan Transit Company, a partnership composed of Robert C. Lane and F. L. Rhoads of Miami, Florida, be and the same is hereby approved.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the city of Tallahassee, Florida, this 24th day of August, 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1686**DOCKETS NOS. 100-100 AND 2020****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Joint application of **LEONARD BROTHERS TRANSFER & STORAGE COMPANY**, a corporation, Miami, Florida, and **JACK O'DARE**, doing business as **O'DARE'S HORSE PULLMAN**, Hialeah, Florida, for approval of the sale and transfer of part of Certificate of Public Convenience and Necessity No. 169.

ORDER GRANTING APPLICATION

Commissioner W. B. Douglass held a formal hearing on the above matter at the County Court House in Miami, Florida, on August 22, 1944, at 10 o'clock A. M. for the purpose of developing the record herein to be submitted to the full Commission for its decision.

Leo P. Kitchen of Jacksonville, Florida, appeared for applicants.

No one appeared in opposition.

the transfer from Leonard Brothers Transfer & Storage Company, Inc.,

Applicants seek by this proceeding to have the Commission approve to Jack O'Dare, doing business as O'Dare's Horse Pullman, the following described part of Certificate of Public Convenience and Necessity No. 169: The transportation of race horses, polo ponies and riding academy horses between all points in Dade, Broward and Palm Beach Counties as a common carrier on irregular routes and schedules, as well as the approval of transfer of certain motor vehicle equipment.

From the evidence adduced in this proceeding, which has been duly considered by the full Commission, the Commission finds that the applicants have complied with the requirements of law and the rules of this Commission relating to the transfer of Certificates of Public Convenience and Necessity, and that no objections have been interposed to the transfer now under consideration.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application for approval of the transfer and sale of part of Certificate of Public Convenience and Necessity No. 169, as follows: transportation of race horses, polo ponies and riding academy horses between all points in Dade, Broward and Palm Beach Counties as a **COMMON CARRIER** on irregular routes and schedules, as well as transfer of certain motor vehicle equipment from Leonard Brothers Transfer & Storage Company, Inc., to Jack O'Dare, doing business as O'Dare Horse Pullman, be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 24th day of August, 1944.

EUGENE S. MATHEW, Acting Chairman.

ORDER NO. 1687

DOCKET NO. 2021

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of A. W. RAMSDELL, Columbus, Georgia, for Certificate of Public Convenience and Necessity as a Contract Carrier over irregular routes.

ORDER GRANTING APPLICATION

Commissioner W. B. Douglass held a formal hearing on above matter at the County Court House in Miami, Florida, on August 22, 1944, at 10 o'clock A. M. for the purpose of developing the record herein to be submitted to the full Commission for its decision.

A. W. Ramsdell of Columbus, Georgia, appeared for applicant.

No one appeared in opposition to the application.

Applicant seeks by this proceeding to have the Commission issue to him a Certificate of Public Convenience and Necessity authorizing the transportation of perishable subsistence as a Contract Carrier for the United States Army over irregular routes.

From the evidence adduced at the hearing in this cause the Commission finds that: Applicant has a contract with the United States Army to haul perishable subsistence from the Orlando Quartermaster Corps to the various Army Camps in the State of Florida over irregular routes; that such perishable subsistence consists of frozen foods which require specialized equipment and handling to prevent thawing enroute and that the Quartermaster Corps has not been able to secure the required service from any other contract carrier; that it is practically impossible for a common carrier to render such service because of its specialized nature; that such operation would not result in congestion of the highways nor would it endanger traffic on the highways generally; that applicant is financially fit and able to render the service in question and that public convenience and necessity require the issuance of the certificate applied for.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that such said ap-

plication be GRANTED and that Certificate of Public Convenience and Necessity be issued to A. W. Ramsdell of Columbus, Georgia, authorizing him to transport perishable subsistence as a Contract Carrier over irregular routes for the United States Army serving the various Army Camps in Florida from the United States Quartermaster Corps in Orlando, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 24th day of August, 1944.

EUGENE S. MATTHEWS, Acting Chairman.

CITATION

ORDER NO. 1688

DOCKET NO. 737

THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

-to-

FLAMINGO TRUCK LINES, INC.,
2d and Pearl Streets
JACKSONVILLE, FLORIDA

WHEREAS, Flamingo Truck Lines, Inc., a corporation, of Second and Pearl Streets, Jacksonville, Florida, is the holder of Certificate of Public Convenience and Necessity No. 228, dated June 1, 1940, issued by the Railroad Commission of the State of Florida as a Consolidated Certificate embracing all of the rights and franchises, and imposing all of the qualifications and restrictions embodied in Certificates of Public Convenience and Necessity Numbered 14, 24, 112, 13, Part of 91, 70, 35 and 37, in and by which said Consolidated Certificate the said Flamingo Truck Lines, Inc., is authorized to and does transport freight by motor vehicle via regular routes over the Public highways and between fixed termini in the State of Florida, and

WHEREAS, As an incident to the aforesaid common carriage of freight under Consolidated Certificate No. 228, the said Flamingo Truck Lines, Inc., does accept shipments of freight for which it obligates itself to make certain collections, including the shipper's charges on delivery

of such shipments to the consignee thereof, such collections known as C.O.D. collections to be paid to the shipper within five days of receipt of payment from the respective consignees, and

WHEREAS, Byars-Forgy, Inc., Tampa, Florida; Peninsular Net & Twine Company, Tampa, Florida; Southern Lacquers & Coatings Company, Miami, Florida; Kraft Cheese Company, Miami, Florida; Biscayne Chemical Laboratories, Miami, Florida; Logan Lumber Company, Tampa, Florida; Belcher Industries, Miami, Florida and Amado Gonzalez, Tampa, Florida, have complained to the Railroad Commission of the State of Florida that said Flamingo Truck Lines, Inc., has during the year 1944 accepted intrastate C.O.D. shipments from said complaining shippers, and each of them, and has persistently failed and refused, and does still refuse, to pay said complaining shippers, and each of them, the C.O.D. collections made on said shipments within five days of receipt of payment from consignees, or return said shipments to the respective shippers if delivery was not made and, as a result, is now many months behind in said C.O.D. claims aggregating several thousand dollars, and

WHEREAS, More than one hundred shippers have from time to time during the year 1944 complained to the Railroad Commission of the State of Florida with reference to the neglect and refusal of said Flamingo Truck Lines, Inc., to give proper and reasonable attention and service to loss and damage claims, or answer correspondence with reference thereto:

Now, therefore, the Railroad Commission of the State of Florida, upon the complaints of said shippers, and upon its own motion, does hereby charge you, **FLAMINGO TRUCK LINES, INC.**, with wilfully violating the provisions of Rule 10, of the Rules and Regulations of the Florida Railroad Commission of the State of Florida Governing the Transportation of Persons and Property for Compensation over the Public Highway in the State of Florida by Motor Vehicle, in that you have wilfully failed and refused to pay C.O.D. collections on the shipments listed in Exhibit "A" hereto attached and made a part of this order, within five days of receipt of payment from the respective consignees.

The Florida Railroad Commission does hereby further charge you with being so unreliable and irresponsible in your dealings with the public in the handling and servicing of loss and damage claims generally, and the payment of C.O.D. collections in particular, as to be unqualified and unfit to continue operations in the State of Florida as a common carrier.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that **FLAMINGO TRUCK LINES, INC.**, a corporation, be and appear before said **COMMISSION** at the **HEARING ROOM** of said Commission in the **SUPREME**

COURT BUILDING, TALLAHASSEE, FLORIDA, at 10 o'clock A. M. OCTOBER 10, 1944, at which time and place the Railroad Commission of the State of Florida will then and there hold an investigation into the charges and violations hereinbefore set out for the purpose of determining whether or not said Consolidated Certificate of Public Convenience and Necessity No. 228, should be suspended, revoked, altered or amended.

It is further ORDERED that said Flamingo Truck Lines, Inc., do produce at said hearing for the information of the Railroad Commission of the State of Florida a true and correct Balance Sheet as of September 30, 1944, certified by its accountant, showing all C.O.D. collections on intrastate shipments, which have been in possession of said Flamingo Truck Lines, Inc., for more than five days but less than ten since their receipt from consignees; all such collections which have been in possession of Flamingo Truck Lines, Inc., more than ten days but less than twenty; all more than twenty days but less than thirty; and all which it has had possession of for more than thirty days since their receipt from consignees.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its offices in the City of Tallahassee, Florida, this 22d day of September, 1944.

EUGENE S. MATTHEWS, Acting Chairman.

EXHIBIT "A"

BYARS-FORGY, INC., TAMPA, FLORIDA—SHIPPER:

DATE		CONSIGNEE		AMT.
INVOICE	1944			
26386	5/23	Bell Furniture Co.,	Tallahassee, Fla.	\$ 20.00
26767	6/12	"	"	61.20
26513	5/29	"	"	65.80
27167	7/7	"	"	20.00
27165	7/7	"	"	91.40
27350	7/14	"	"	65.80
25413	3/21	Hill Hardware Co.,	Sanford, Florida	20.00
25549	4/3	"	"	20.00
26652	6/6	"	"	65.80
27278	7/12	"	"	20.00
28231	8/25	"	"	65.80
22771	9/24	Mays Electric Co.,	Tallahassee, Fla.	48.20
26508	4/7	"	"	20.00
25803	4/19	"	"	24.70
27166	7/7	"	"	69.80

28116	8/21	Wells Furniture Co., Madison, Florida . . .	20.00
25218	3/13	Claude H. Wolfe Orlando, Florida . . .	48.20
25487	3/30	" " " " " "	57.20
25551	4/3	" " " " " "	57.20
25726	4/14	" " " " " "	65.80
15224	6/26	Tommy Morgan, Live Oak, Florida . . .	89.04
14355	6/13	Power & Service Co., Cedar Keys, Florida . .	7.02

PENINSULAR NET & TWINE COMPANY—SHIPPER:
(TAMPA, FLORIDA)

DATE		CONSIGNEE	AMT.
1944			
April 14	H. R. Rogers, Cedar Keys, Fla.		\$ 9.12
April 26	T. A. Abernathy, Panama City, Fla.		25.72
May 18	C. E. Miller, Panama City, Fla.		33.79
June 19	E. A. Barnes, Bay Harbor, Fla.		16.25
June 22	Wm. Boyd Fish Co., Bay Harbor, Fla.		20.81
June 26	W. T. Delano, Cedar Keys, Fla.		13.00
July 25	City Fish Market, Panama City, Fla.		60.04
July 25	Hunt Fish Company, Panama City, Fla.		75.00
July 21	Pete Baylor, Cedar Keys, Fla.		14.40
Aug. 22	Hunt Fish Company, St. Andrews, Fla.		75.04

SOUTHERN LACQUERS & COATINGS CO., MIAMI, FLA.—SHIPPER:

DATE		CONSIGNEE	AMT.
1944			
6/19	Beaudry Sign Company		\$ 88.60
6/28	Robert Vail		57.90
7/14	McCormack Gas Station		21.90
7/14	Puckett Motors		37.55
7/14	B. Nissen		8.25
7/14	Halifax Motors		21.00
7/14	Brooks Corbett		18.40
7/14	North End Body Works		36.60
7/14	Westlund Paint		24.25
7/14	Robert Vail		3.75
7/17	North Carland Body Works		15.00
7/19	Thomas Body & Fender Shop		9.70
7/21	Veterans Cabinet Shop		12.20
7/21	Trammels Motors		16.25
7/24	Atlantic Body and Top Shop		14.55
8/12	Jones Cash Register Company		21.75
8/14	Flower Furniture		23.15
8/16	Sykes and Stowe		129.95
8/15	City Furniture		33.75

8/16	Macon Furniture Company	114.45
8/16	Acme Upholstry	20.00
8/17	Laurence and Hodge Paint and Body Shop	86.50
8/18	Knights Boats and Motors	11.25
8/18	New Deal Cab Company	106.50
8/16	J. W. Cox	9.80
8/18	DeMott and Kichlighter	58.60

KRAFT CHEESE COMPANY, MIAMI, FLORIDA—SHIPPER

DATE	CONSIGNEE	AMT.
1944		
6/29	Georges Grocery	\$ 5.57
7/11	Hanlons Grocery	18.14
7/11	Lafayette Market	53.94
7/11	Irving Company	24.86
7/21	St. Onge Grocery	12.69
7/21	Hill Grocery	12.88
7/21	Greens Grocery	14.75
7/28	Pompano Market	36.50
7/28	Franks Market	41.20
7/28	Lafayette Market	61.51
7/28	Hanlons Grocery	5.70
7/28	Pompano Grocery	13.82

BISCAYNE CHEMICAL LABORATORIES, MIAMI, FLA.—SHIPPER

DATE	CONSIGNEE	AMT.
1944		
6/5	Thomas Green, Cross City, Florida	\$ 19.72
4/5	Waldon Exterminating Co., Sebastian, Florida	44.00
7/22	Dutch Mill, Fort Lauderdale, Florida	5.25
6/23	Southerlands, Orlando, Florida	39.18
7/22	E. C. Hilker, Inc., West Palm Beach, Florida	33.20

LOGAN LUMBER COMPANY, TAMPA, FLORIDA—SHIPPER:

DATE		
1944		
7/10	Fort Pierce Boat Co., Fort Pierce, Florida	\$ 64.64
8/5	Daytona Beach Boat Works, Daytona Beach, Florida	141.12

BELCHER INDUSTRIES, MIAMI, FLORIDA—SHIPPER:

DATE	CONSIGNEE	AMT.
1944		
5/23	Murphy Construction Co., West Palm Beach, Florida	\$170.00

AMADO GONZALEZ, TAMPA, FLORIDA—SHIPPER:

INVOICE 1944	DATE	CONSIGNEE	AMT.
20945 C	4/5	Linly O. Curry, Orlando, Florida . . .	\$ 35.85
21501 C	4/12	" " " " " "	60.00
22302 C	4/22	" " " " " "	56.40
22537 C	4/25	" " " " " "	50.00
	5/31	" " " " " "	84.00
23027 C	5/1	" " " " " "	82.20
24679 C	5/20	" " " " " "	50.00
22539 C	4/25	Fla. Cigar Mfg. Co., Jacksonville, Florida . .	20.00
22692 C	4/26	" " " " " "	270.00
	4/28	" " " " " "	181.50
21609 C	3/22	H. & M. Cigar Factory . . . . .	.67.50
20382 C	3/29	" " " " " "	53.77
19705 C	5/13	" " " " " "	67.50
21782 C	5/14	" " " " " "	270.00

CITATION

NOTICE OF POSTPONEMENT

ORDER NO. 1689

DOCKET NO. 737

In the matter of Citation to FLAMINGO TRUCK LINES, INC., to show cause why its Certificate of Public Convenience and Necessity should not be suspended, altered or revoked.

THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

-to-

FLAMINGO TRUCK LINES, INC.,
2d and Pearl Streets
JACKSONVILLE, FLORIDA

For good cause shown, hearing in above matter set for Tallahassee, Florida, October 10, 1944, has been postponed and reset for hearing.

Therefore, TAKE NOTICE, that the Railroad Commission of the State of Florida will be in session at its Hearing Room, SUPREME COURT BUILDING, Tallahassee, Florida, on October 24, 1944, at 10

o'clock A. M. to hear and consider the same charges set out in Order No. 1688, heretofore issued in this cause.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its offices in the City of Tallahassee, Florida, this 6th day of October, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1690

DOCKETS NOS. 100-123 AND 2008

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Joint application of GULF COAST MOTOR LINE, INC., and CARL ROBERT WICKMAN and ELIZABETH S. WICKMAN, his wife, co-partners, doing business as GULF COAST MOTOR LINE, for approval of transfer of Certificate of Public Convenience and Necessity No. 162.

—ALSO—

In re: Joint application of C. R. WICKMAN, individually and CARL ROBERT WICKMAN and ELIZABETH S. WICKMAN, his wife, co-partners, doing business as GULF COAST MOTOR LINE, for approval of transfer of Certificate of Public Convenience and Necessity No. 242.

ORDER GRANTING APPLICATIONS

Commissioner Eugene S. Matthews held a formal hearing on the above applications at the Hearing Room of the Commission in Tallahassee, Florida, on June 15, 1944, at 10 o'clock A. M. for the purpose of developing the record herein to be submitted to the full Commission for its decision.

J. M. Allison appeared for applicants.

No one appeared in opposition to the application.

Applicants seek by these proceedings to have the Commission approve the transfer (1) of Certificate of Public Convenience and Necessity No. 162, and all rights thereunder, from Gulf Coast Motor Line, Inc., a corporation to Carl Robert Wickman and Elizabeth S. Wickman, his wife, as co-partners, doing business as Gulf Coast Motor Line, and (2) the transfer of Certificate of Public Convenience and Necessity No. 242,

together with all rights thereunder, from C. R. Wickman, individually to Carl Robert Wickman and Elizabeth S. Wickman, his wife, as co-partners, doing business as Gulf Coast Motor Line.

From the evidence adduced in these proceedings, which has been duly considered by the full Commission, the Commission finds that the applicants have complied with the requirements of law and the rules of this Commission relating to the transfer of Certificates of Public Convenience and Necessity; that no objections have been interposed to the transfer now under consideration and said transfers should be approved and authorized as of June 1, 1944, subject to certain accounting requirements hereinafter set forth.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the joint applications for approval of the transfer of Certificates of Public Convenience and Necessity No. 162 and 242, together with all rights thereunder, hereinabove referred to, be and the same are hereby APPROVED, subject, however, to the requirement that the balances in each Primary Balance Sheet Account as of May 31, 1944, on the books of Gulf Coast Motor Line, Inc., be transferred to corresponding Balance Sheet Accounts of Gulf Coast Motor Line, a copartnership, as opening balances for said copartnership with the exception of the balances for CAPITAL STOCK ISSUED AND OUTSTANDING AND SURPLUS, and that the sum of the balances for these last two named accounts be the Total Balance for NON-CORPORATE CAPITAL.

It is further ORDERED AND ADJUDGED that Certificates No. 162 and 242, together with all rights thereunder, be and the same are hereby merged and combined into one Certificate to be numbered 268 which shall issue forth with and replace said Certificates No. 162 and 242.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 12th day of October, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1691

DOCKET NO. 2012

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of EMERGENCY TRANSPORT COOPERATIVE for Certificate of Public Convenience and Necessity as a Limited Common Carrier of Bulk Petroleum Products in Tank Trucks between all points in Florida over irregular routes in the State of Florida.

ORDER DENYING APPLICATION

The Railroad Commission of the State of Florida held a fromal hearing in above matter at the Angebilt Hotel in Orlando, Florida, on July 3, 1944 at 10 o'clock A. M. pursuant to Notice No. 950, dated June 12, 1944.

Lewis H. Hill appeared for applicant.

No one appeared in opposition to the application.

Applicant seeks by this application to have the Commission issue to said applicant a temporary Certificate of Public Convenience and Necessity authorizing it, as an emergency organization, to transport bulk petroleum products in tank trucks between all points in Florida over irregular routes in the State of Florida when and as needed purely as an aid to the war effort.

Applicant anounced at the beginning of the hearing that it does not rely on public convenience and necessity in the sense as ordiarily understood and represented by the Motor Transportation Act but tenders said application purely in a cooperative spirit in an effort to work out and develop a pooling of tank trucks to be used when and if needed during a transportation emergency incident to the war effort.

From the evidence adduced in this proceeding, the Commission finds at this time there is no necessity for the creation of such an emergency pooling arrangement; that no showing of public convenience and necessity has been made and, therefore, said application ought to be denied.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Emergency Transport Cooperative for Certificate of Public Convenience and Necessity as a **LIMITED COMMON CARRIER** of bulk petroleum products in tank trucks between all points in Florida over irregular routes in the State of Florida be, and the same is, hereby, **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 11th day of October, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1692

DOCKET NO. 1046

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of **LEONARD LESTER ADAMS, Jr.**, doing business as **RED ADAMS BUS LINE** for authority to transfer Certificate of

Public Convenience and Necessity No. 256 to RED ADAMS BUS LINE, a co-partnership.

—ALSO—

Application of RED ADAMS BUS LINE for extensions of said Certificate No. 256.

ORDER GRANTING APPLICATIONS

Commissioner W. B. Douglass held a formal hearing on the above matters at the County Court House in Maimi, Florida, on August 22, 1944 at 10 o'clock A. M. pursuant to Notice No. 953, dated August 2, 1944, for the purpose of developing the record herein to be submitted to the full Commission for its decision.

Roger Edward Davis appeared for applicants.

No one appeared in opposition to the applications.

Applicants seek by this proceeding (1) to have this Commission approve the transfer of Certificate of Public Convenience and Necessity No. 256 from Leonard Lester Adams, Jr., doing business as Red Adams Bus Line to Red Adams Bus Line, a co-partnership composed of Leonard Lester Adams, Jr., and Sara Agnes Adams, his wife; (2) to secure an extension of Certificate No. 256 aforesaid so as to authorize the transportation of passengers over the following additional routes:

- (A) From 36th Street and Palmetto Avenue, Miami, Springs, Florida, North on Palmetto Avenue to Broadway, thence West on Broadway to Sunset Way, thence South on Sunset Way to Hunting Lodge Drive, West on Hunting Lodge Drive to Melrose Drive and Government housing project; returning East on Melrose Drive to Hunting Lodge Drive to Red Road, South on Red Road to Miami Air Depot and Army Air Base.
- (B) Begin N. W. 7th Street and LeJuene Road, thence South on LeJuene Road to Coral Way; West on Coral Way to S. W. 107th Avenue, Suth on S. W. 107th Avenue to Bird Road; East on Bird Road to Ludlum Road; North on Ludlum to Coral Way; East on Coral Way to LeJuene Road; thence North to point of begining.
- (C) From the Miami Air Depot, located at 36th Street and Red Road, South through the Miami Airport Government Reservation to the Milam Dairy Road known at 72d Avenue; South on Milam Dairy Road to West Flagler Street.

From the evidence adduced at said hearing the Commission finds that:

- (1) The areas referred to by said applicants are heavily populated with defense workers, and other citizens, dependent upon some form of transportation as a means of getting to and from their work.
- (2) There is no public transportation serving said territory.
- (3) As a result of said lack of transportation, many employed in essential industries have been forced to give up their employment.
- (4) Applicants are financially able and have the necessary equipment on hand to render a satisfactory transportation Service to the territory involved.
- (5) Public convenience and necessity require the inauguration of such a transportation service.
- (6) Applicants have complied with the laws of the State of Florida and the rules of this Commission with reference to the subject matter of said applications.
- (7) Said applications ought to be granted.

Wherefore, it is in consideration thereof, ORDERED AND ADJUDGED that said applications be, and the same are, hereby, GRANTED, and Certificate of Public Convenience and Necessity No. 256 is hereby AMENDED so as to authorize the transportation of passengers over the following routes:

- (A) From 36th Street and Palmetto Avenue, Miami Springs, Florida, North on Palmetto Avenue to Broadway, thence West on Broadway to Sunset Way; thence South on Sunset Way to Hunting Lodge Drive, West on Hunting Lodge Drive to Melrose Drive and Government housing project; returning East on Melrose Drive to Hunting Lodge Drive to Red Road, South on Red Road to Miami Air Depot and Army Air Base.
- (B) Begin N.W. 7th Street and LeJuene Road, thence South on LeJuene Road to Coral Way; West on Coral Way to S.W. 107th Avenue, South on S.W. 107th Avenue to Bird Road; East on Bird Road to Ludlum Road; North on Ludlum Road to Coral Way; East on Coral Way to LeJuene Road; thence North to point of beginning.
- (C) From the Miami Air Depot, located at 36th Street and Red Road, South through the Miami Airport Government Reservation to the Milam Dairy Road known as 72d Avenue; South on Milam Dairy Road to West Flagler Street.

It is further ORDERED AND ADJUDGED that the transfer of said Certificate No. 256, as hereby amended, from Leonard Lester Adams, Jr., doing business at Red Adams Bus Line to Red Adams Bus Line, a co-partnership, composed of Leonard Lester Adams, Jr., and Sara Agnes Adams, his wife, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its offices in the City of Tallahassee, Florida, this 24th day of August, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1693

DOCKET NO. 2038

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of CITY OF MELBOURNE operating as MELBOURNE BUS LINE for Certificate of Public Convenience and Necessity as a Common Carrier of Passengers.

The Railroad Commission of the State of Florida held a formal hearing on above matter at the Angebilt Hotel, Orlando, Florida, at 10 o'clock A. M. February 18, 1944, pursuant to Notice No. 942, dated February 2, 1944.

W. G. Vaughn and C. R. Stickel appeared for applicant.

A. Y. Milam appeared for Florida Motor Lines.

Samual A. Harper and George Scott appeared for Cocoa Peninsular Lines.

Applicant seeks by this proceeding to have this Commission issue to it a Certificate of Public Convenience and Necessity as a Common Carrier of Passengers from South City Limits of the City of Melbourne to the unincorporated city or village of Malabar for the duration of the war and six months thereafter. Also as a Common Carrier of passengers from the East City Limits of Melbourne to Melbourne Beach as a permanent operation.

From the evidence adduced at said hearing, the Commission finds that:

- (1) Applicant is fit, willing and able to properly perform the service contemplated by the application.
- (2) Applicant has complied with the requirements of the statutes and the rules and regulations of this Commission thereunder.

- (3) For the duration of the war and six months thereafter there is, and will be, a demand for bus service from the City of Melbourne to the unincorporated town or village of Malabar.
- (4) There is a present demand for bus service from the City of Melbourne to Melbourne Beach which appears to be of a permanent nature.
- (5) Public Convenience and Necessity require the granting of the application.
- (6) Applicant has been operating over the proposed routes under temporary authority since December 8, 1943.

Wherefore, in consideration thereof, it is **ORDERED** and **ADJUDGED** that the application be and the same is, hereby, **GRANTED**, and the City of Melbourne, operating as Melbourne Bus Line, is authorized to operate as a Common Carrier of passengers from the South City Limits of the City of Melbourne to Malabar for the duration of the war and six months thereafter, and as a Common Carrier of Passengers from the East City Limits of the City of Melbourne to Melbourne Beach as a permanent operation.

It is further **ORDERED** that Certificate of Public Convenience and Necessity No. 269 do forthwith issue authorizing said operations which Certificate shall be effective from the 8th day of December 1943, the date on which operations began under temporary authority.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, this 11th day of October, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1694

DOCKETS NO. 569 AND 1039

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Joint application of **ORLANDO TRANSIT COMPANY** and **SAN-FORD EQUIPMENT COMPANY** for transfer of Certificate of Public Convenience and Necessity No. 258.

ORDER GRANTING APPLICATION

The Railroad Commission of the State of Florida held a formal

hearing on above mated at the Angebilt Hotel in Orlando, Florida, on July 6, 1944, pursuant to Notice No. 952 dated June 20, 1944.

Foley A. Williams, President of Sanford Equipment Company and Sidney M. Swope, Secretary and General Manager of Orlando Transit Company, appeared for applicants.

No one appeared in opposition to the application.

Applicants seek by this proceeding to have the Commission approve the transfer of Certificate of Public Convenience and Necessity No. 258 from Sanford Equipment Company to Orlando Transit Company, a corporation.

From the evidence adduced in this proceeding the Commission finds that the applicants have complied with the requirements of law relating to the transfer of Certificates of Public Convenience and Necessity and that no objections have been interposed to the transfer now under consideration.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application for approval of transfer and sale of Certificate of Public Convenience and Necessity No. 258 from Sanford Equipment Company, a corporation, to Orlando Transit Company, a corporation, be and the same is, hereby, **APPROVED.**

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 2nd day of November, 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1695

DOCKET NO. 603

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of **J. J. BLALOCK**, Ocala, Florida, for Limited Common Carrier Certificate for the transportation of Petroleum Products in Bulk in Tank Trucks over regular specified routes.

ORDER DENYING APPLICATION

The Railroad Commission of the State of Florida held a formal hearing on July 5, 1944, at 10 o'clock A. M. at the Angebilt Hotel in Orlando, Florida, pursuant to Notice No. 949, dated June 1st, 1944. Also

an adjourned hearing at Daytona Beach, Florida, August 4, 1944, on the application of J. J. Blalock for a Limited Common Carrier Certificate for the transportation of petroleum products in bulk in tank trucks.

Wallace E. Sturgis appeared for applicant.

Martin Sack appeared for Petroleum Carrier Corporation, protestant.

A. Pickens Coles appeared for Central Oil Company, protestant.

Lewis H. Hill, Jr., appeared for Motor Fuel Carriers, Inc., protestant.

By this proceeding applicant seeks a certificate of Public Convenience and Necessity as a Limited Common Carrier of petroleum products in bulk in tank trucks to and from all points over and along the public highways, to-wit:

From Jacksonville, Florida, along and upon United States Highway No. 90 to Baldwin, Florida, thence along State Highway No. 13 to Gainesville, Florida, thence along United States Highway No. 441 to Ocala, Florida, thence along State Road No. 74 to intersection with State Road No. 81, thence along State Road No. 81 to Dunnellon, Florida, thence along United States Highway No. 19 and No. 41 to Tampa, Florida, thence over the street and highways of Tampa, Florida to Port Tampa, Florida; and also, from Jacksonville, Florida, over and upon United States Highway No. 17 to Palatka, Florida, thence along State Road No. 14 to Hawthorne, Florida, thence along State Road No. 31 to Ocala, Florida, thence along United States Highway No. 441 to Belleview, Florida, thence along State Road No. 23 to intersection with State Road No. 156, thence along State Road No. 156 to intersection with United States Highway No. 92, thence along United States Highway No. 92 to Tampa, Florida, thence along the streets and highways to Port Tampa, Florida; and also along State Road No. 74 from the point of intersection with State Road No. 81 to the point of intersection with United States Highway No. 19 at Hernando, Florida; also along State Road No. 31 from its point of intersection with State Road No. 13 at Waldo, Florida, to the intersection of State Road 31 with State Road No. 14 at Hawthorne, Florida.

From the evidence adduced at said hearings the Commission finds that:

- (1) The territory sought to be served by applicant is already served by two or more Certificate holders transporting

petroleum products in bulk in tank trucks throughout the State of Florida over irregular routes.

- (2) The presently operating certificated carriers serving the said territory have not failed to provide the service and facilities which may reasonably be required for the transportation therein of petroleum products in bulk in tank trucks, and said carriers appear to have on hand sufficient idle equipment to provide such service and facilities as may be necessary to adequately serve the territory involved.
- (3) The granting of said application would have a deleterious effect upon transportation facilities within the territory sought to be served by said applicant and upon transportation as a whole within said territory.
- (4) The certificated carriers presently serving said territory appear to be operating almost twice as many tank trucks now than they did prior to the war and this condition appears to be a temporary one brought on by the withdrawal of tank cars from this territory under regulations of the Office of Defense Transportation to be used elsewhere in the furtherance of the war effort, so that whenever tank cars are again made available present tank truck operators will have more and more idle equipment.
- (5) Public Convenience and Necessity do not require nor authorize the additional transportation service and facilities contemplated by the application.
- (6) The statutes of this State authorize the Commission to grant a Certificate to operate as a Common Carrier only when existing certificate holder or holders serving the territory involved fail to provide service and facilities which may reasonably be required.

Wherefore, it is, in consideration thereof, ORDERED AND ADJUDGED that said application be and the same is, hereby, DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 9th day of November, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1696**DOCKET NO. 979****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Application of JAMES ERNEST CANNON, doing business as COASTAL STAGES, Florala, Alabama, for Certificate of Public Convenience and Necessity as a Common Carrier of Passengers, Baggage, Express, Mail and Newspapers, etc.

ORDER GRANTING APPLICATION WITH MODIFICATIONS

The Railroad Commission of the State of Florida held a formal hearing at 2:30 P. M. on Tuesday, October 10, 1944, in its Hearing Room in the Supreme Court Building, Tallahassee, Florida, pursuant to Notice No. 955, dated September 14, 1944, on the application of James Ernest Cannon, doing business as Coastal Stages for a Certificate of Public Convenience and Necessity as a Common Carrier of passengers, baggage, express, mail and newspapers.

T. Franklin West and John H. Peach appeared for applicant.

Chas. S. Ausley and James Wilson appeared for Georgia Stages, Inc. protestant.

J. M. Sapp appeared for Panama City Transit Company, protestant.

By this proceeding applicant seeks a Certificate of Public Convenience and Necessity as a Common Carrier of passengers and their baggage, express, mail and newspapers between Ponce de Leon, Florida, and the junction of Florida State Highway No. 10 and U. S. Highway No. 98 near Panama City, as follows:

Commencing at Ponce de Leon, thence in a Southerly direction over Florida State Highway No. 88 to the intersection of said Highway No. 88 with Florida State Highway No. 10, thence over Florida State Highway No. 10 with U. S. Highway No. 98, serving all intermediate points including Ponce de Leon, Red Bay, Bruce and West Bay. Also between the junction of Florida State Highway No. 88 and Florida State Highway No. 166, and the Alabama-Florida State line, over said Florida State Highway No. 166, serving all intermediate points.

From the evidence adduced at said hearing the Commission finds that:

- (1) Applicant is the holder of Certificate of Public Convenience and Necessity No. 216, and is authorized to operate as a

Common Carrier of passengers between Florala, Alabama, and Panama City, Florida; between Florala, Alabama, and Fort Walton, Florida; between Brantley, Alabama, and DeFuniak Springs, Florida; also a commutation service within a fifty miles radius of Eglin Field, Florida.

- (2) There is no present transportation service between Ponce de Leon, Florida, and Bruce, Florida, over State Highway No. 88, on which road there are several communities which require transportation service of some kind.
- (3) There is a considerable need for a through service from Ponce de Leon, Florida, and points North to Panama City, Florida, where many of the citizens along the proposed route have business or work in ship yards and other war industries.
- (4) The territory between Ebro and Panama City, Florida, appears to be adequately served at the present time by Georgia Stages, Inc., and there does not appear to be any necessity for additional service over that portion of the proposed route, and competitive service over that portion of the proposed route would react adversely against present transportation facilities in that territory.
- (5) Public Convenience and Necessity authorize and require the granting of the application with modifications so as to require the applicant to operate with closed doors into Panama City, Florida, after they leave Ebro and with closed doors into Ebro, Florida, after leaving Panama City.

Wherefore it is, in consideration thereof, ORDERED AND ADJUDGED that the application be and the same is, hereby, GRANTED subject to the requirement, however, that applicant operate with closed doors into Panama City after leaving Ebro and with closed doors into Ebro after leaving Panama City.

It is further ORDERED that this additional authority be effective as of the date of this Order, and that the additional authority granted hereby be merged in and considered as an extension to applicant's present Certificate No. 216.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 9th day of November, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1697
DOCKET NO. 2028

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Application of WATKINS MOTOR LINES, INC., a Florida corporation, for Certificate of Public Convenience and Necessity as a Limited Common Carrier for the transportation of general freight for the United States Government including explosives.

ORDER GRANTING APPLICATION WITH MODIFICATIONS

The Railroad Commission of the State of Florida held a formal hearing at 2:30 P. M. Tuesday, October 10, 1944, in its Hearing Room, Supreme Court Building, Tallahassee, Florida, pursuant to Notice No. 955, on the application of Watkins Motor Lines, Inc., for a Certificate of Convenience and Necessity as a Limited Common Carrier of general freight for the United States Government including explosives.

C. E. Phillips appeared for applicant.

No one appeared in opposition to the application.

Applicant seeks by this proceeding to secure a Certificate of Public Convenience and Necessity as a Limited Common Carrier of general freight for the United States Government including explosives over irregular routes between Dale Mabry Field, Florida, and the following points of destination, to wit:

Bartow Army Air Field, Bartow, Florida; Hillsborough Army Air Field, Hillsborough, Florida; Punta Gorda Army Air Field, Punta Gorda, Florida; Pinellas Army Air Field, Pinellas, Florida; Venice Army Air Field, Venice, Florida; Avon Park Army Air Field, Avon Park, Florida; Page Field Army Air Field, Fort Myers, Florida; Perry Army Air Field, Perry, Florida; Gainesville Army Air Field, Gainesville, Florida; Drew Field, Tampa, Florida; McDill Field, Tampa, Florida; Plant Park, Tampa, Florida; Lakeland Army Air Field, Lakeland, Florida; and other Army Air Fields that might be transferred under the jurisdiction of the Third Air Force, Tampa, Florida.

From the evidence adduced at said hearing the Commission finds that:

- (1) Dale Mabry Field is more or less the headquarters for the functioning of probably fourteen or fifteen army installations — that is to say, Dale Mabry Field is the redistribution point for ammunition which is received there in carload lots. Also many pilots in training go from that particular field to other fields for additional training and it is necessary

that their personal baggage and considerable military impedimenta be transported from Dale Mabry Field to other fields. The Army authorities have found it very unsatisfactory to have any interchange of this type of merchandise and freight between common carriers along the route from Dale Mabry Field to point of destination because such interchange causes delay, damage and hinderance to the war effort in that it slows down pilot training.

- (2) Applicant is fit, willing and able to render the service contemplated by the application and it has been rendering it in a satisfactory manner under temporary Permit dated August 18, 1944.
- (3) Applicant is specially equipped and experienced in the handling and transportation of explosives over the public highways and prepared to transport such explosives without serious menace to other traffic or without undue hazard to public safety.
- (4) That public convenience and necessity authorize and require the granting of the application subject to the modifications hereinafter set forth.

Wherefore, it is in consideration thereof, ORDERED AND ADJUDGED that the application be and the same is hereby GRANTED with the modification that the authority hereby granted is limited to the duration of the war and six months thereafter, and said applicant is restricted to the transportation of United States Government explosives, baggage and military impedimenta as defined in National Motor Freight Classification, such transportation to be on United States Government bill of lading over irregular routes between Dale Mabry Field, as point of origin, and the various destination points as hereinabove set out.

It is further ORDERED that the authority hereby granted shall be effective as of August 18, 1944, date on which operations began on temporary authority, and that Certificate of Public Convenience and Necessity No. 270 do forthwith issuee authorizing said operations.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its offices in the City of Tallahassee, Florida, this 9th day of November, 1944.

EUGENE S. MATTHEWS, Acting Chairman.

ORDER NO. 1698**DOCKET NO. 1086****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Application of DONALD H. KAY, operating as OCALA TRANSIT COMPANY, Ocala, Florida, to cancel Certificate of Public Convenience and Necessity No. 263.

ORDER GRANTING APPLICATION

By Order No. 1639, dated August 26, 1943, Donald H. Kay, doing business as Ocala Transit Company, Ocala, Florida, was granted a Certificate of Public Convenience and Necessity No. 263, as a COMMON CARRIER of Passangers between Ocala, Florida, and the Dunnellon Army Air Field over State Highways Nos. 74 and 81, for the duration of the war and six months thereafter.

It now appears that the Dunnellon Army Air Field has been closed and operations between Ocala and said Air Field as aforesaid have been discontinued by said certificate holder who has applied to this Commission for cancellation of said Certificate.

Wherefore, it is, in consideration thereof, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 263, heretofore issued to Donald H. Kay, operating as Ocala Transit Company, Ocala, Florida, be and the same is hereby CANCELLED and all authority granted under and by virtue of Order No. 1639, dated August 26, 1943, be and the same is, hereby, REVOKED AND RESCINDED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its offices in the City of Tallahassee, Florida, this 20th day of November, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1699**DOCKET NO. 100-13****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Application of TAMIAMI TRAIL TOURS, INC., Tampa, Florida, to operate in Common Carriage of Passengers, Baggage of Passengers and Light Express between Carneston, Florida, and LaBelle, Florida, over State Highway No. 164.

ORDER GRANTING APPLICATION

The Railroad Commission of the State of Florida held a formal hearing at 2:30 P. M. Wednesday, October 4th, 1944, in the Chamber of Commerce Building, Tampa, Florida, pursuant to Notice No. 955, dated September 14, 1944, on the application of Tamiami Trail Tours, Inc., to operate in common carriage of passengers, baggage of passengers and light express between Carnestown, Florida, and LaBelle, Florida, over State Highway No. 164.

A. Pickens Coles appeared for applicant.

No one appeared in opposition to the application.

From the evidence adduced at said hearing the Commission finds that:

- (1) There are approximately 1,000 persons living along the proposed route from Immokalee to Carnestown and approximately 1,500 between Immokalee and LaBelle. There is no motor transportation service along the proposed route at the present time, although there is considerable development in the territory in the search for oil, several wells having been drilled or being in the process of drilling.
- (2) The highway over which operations are proposed is now under construction and will not be suitable for bus travel for a few months.
- (3) Public convenience and necessity authorize and require the granting of the application subject to the proviso that operations need not be begun under this authority for a period of (90) days from the date hereof pending completion of construction of said highway.

Wherefore it is, in consideration thereof, ORDERED AND ADJUDGED that the applicant, Tamiami Trail Tours, Inc., be and is hereby authorized and empowered to operate as a COMMON CARRIER of passengers, baggage of passengers and light express between Carnestown, Florida, and LaBelle, Florida, over State Highway No. 164; that this authority be considered as an extension of the applicant's present Certificate of Public Convenience and Necessity No. 28, and that operations hereunder may be deferred for a period of ninety (90) days from the date of this order pending completion of the construction of said highway.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 21st of November, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1700**DOCKET NO. 1047****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Joint application of **CENTRAL OIL COMPANY, INC.**, and **REDWING PETROLEUM CARRIERS, LTD.**, a limited partnership, for transfer of Certificate of Public Convenience and Necessity No. 18.

ORDER GRANTING APPLICATION

The Railroad Commission of the State of Florida held a formal hearing on above matter at the Chamber of Commerce Building in Tampa, Florida, at 10 o'clock A. M. on Tuesday, December 5th, 1944, pursuant to Notice No. 960 dated November 14, 1944.

Frank Hobbs, Attorney, appeared for Redwing Petroleum Carriers, Ltd.

John M. Allison, attorney, appeared for Central Oil Company, Inc.

Lewis H. Hill, Jr., Attorney, appeared for Motor Fuel Carriers, Inc.

Applicants seek by this proceeding to have the Commission approve the transfer of Certificate of Public Convenience and Necessity No. 18, from Central Oil Company, Inc., to Redwing Petroleum Carriers, Ltd.

From the evidence adduced in this proceeding the Commission finds that the applicants have complied with the requirements of law relating to the transfer of Certificates of Public Convenience and Necessity and that no objections have been interposed to the transfer now under consideration.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application for approval of transfer and sale of Certificate of Public Convenience and Necessity No. 18, from Central Oil Company, Inc., to Redwing Petroleum Carriers, Ltd., be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its offices in the City of Tallahassee, Florida, this 20th day of December, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1701**DOCKETS NOS. 100-138 AND 926****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

In re: Joint application of ST. ANDREWS BAY TRANSPORTATION COMPANY, a corporation, and M. R. & R. Trucking Company, a corporation, for transfer of a portion of Certificate of Public Convenience and Necessity No. 138.

ORDER GRANTING APPLICATION

The Railroad Commission of the State of Florida held a formal hearing on above matter at its Hearing Room in the Supreme Court Building, Tallahassee, Florida, at 10 o'clock A. M. on Thursday, the 21st day of December, 1944, pursuant to Notice No. 965, dated December 2, 1944.

H. H. Simms appeared for applicant, St. Andrews Bay Transportation Company.

W. Guy McKenzie appeared for M. R. & R. Trucking Company.

No one appeared in opposition to the application.

Applicants seem by this proceeding to have the Commission approve the transfer of a portion of Certificate of Public Convenience and Necessity No. 138 from St. Andrews Bay Transportation Company to M. R. & R. Trucking Company as the same applies to the following routes:

From Panama City to Nevarre, Florida, over Florida State Highway No. 10, thence over Florida State Highway No. 53 to Pensacola and also over Road No. 115 from its intersection with Road No. 10, (at Wye, about 17 miles West of Panama City) to Camp Walton, Florida, and return over the same route.

Between junction Florida State Highways Nos. 115 and 152 near Point Washington and junction Florida State Highways Nos. 152 and 10 near Freeport, Florida, including intermediate points, over State Highway No. 152. From junction Highways Nos. 115 and 152 over Florida State Highway No. 152 to its junction with Florida Highway No. 10, and return over same route.

From the evidence adduced in this proceeding the Commission finds that the applicants have complied with the requirements of law relating to the transfer of Certificates of Public Convenience and Necessity and that no objections have been interposed to the transfer now under consideration.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the joint application for approval of transfer and sale of a portion of Certificate No. 138 from St. Andrews Bay Transportation Company to M. R. & R. Trucking Company, as the same applies to the routes hereinbefore described, be and the same is hereby APPROVED,—said transfer to become effective as of midnight December 31st, 1944.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 21st day of December, 1944.

JERRY W. CARTER, Chairman.

ORDER NO. 1702

DOCKETS NOS. 100-10 AND 100-15

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In re: Joint application of TIMOTHY GOODALL and HENRY GOODALL, doing business as BEE LINE TRANSFER COMPANY and ST. JOHNS RIVER LINE COMPANY, for authority to lease certain operating rights to St. Johns River Line Company.

ORDER GRANTING APPLICATION

The Railroad Commission of the State of Florida held a formal hearing on above matter at the Chamber of Commerce Building in Tampa, Florida, at 10 o'clock A. M. on Tuesday, December 5, 1944, pursuant to Notice No. 960, dated November 14, 1944.

W. A. Fox appeared for St. Johns River Line Company.

Timothy Goodall appeared for Bee Line Transfer Company.

No one appeared in opposition to the application.

Applicants seek by this proceeding to have the Commission approve a certain lease and option agreement entered into between said applicants on the 31st day of July 1944, wherein Henry Goodall and Timothy Goodall, co-partners, trading and doing business at Bee Line Transfer Company, lease to St. Johns River Line Company for a period of three years, with option to purchase, all of lessor's operating rights under Certificate of Public Convenience and Necessity No. 9, from Tampa, Florida, across Tampa Bay to St. Petersburg, Florida, and return over the same route, serving the off-route points of Gulf Port,

Pinellas Park, Port Tampa and points and places on Florida Highways 15 and 233 between St. Petersburg and Pass-a-Grille, including Pass-a-Grille, and points and places within three miles of Tampa, Florida.

From the evidence adduced in this proceeding the Commission finds that the applicants have complied with the requirements of law relating to the transfer of Certificates of Public Convenience and Necessity and that no objections have been interposed to the transfer now under consideration.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application for approval of lease and option agreement as hereinbefore set out and described, be and the same is, hereby, **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the City of Tallahassee, Florida, this 20th day of December, 1944.

JERRY W. CARTER, Chairman.

**Report of
Telephone Engineer**

REPORT OF TELEPHONE ENGINEER

by A. B. Greene

In the Forty-Sixth Annual Report relating to the Telephone Industry in this state attention was called to the changes which had been brought about by the necessities of the war effort. At this time a further reference will be made to conditions obtaining in Florida namely to the extent of the growth of the Telephone Industry during the last twenty-five years and to the changes in the art which have taken place during this period.

Approximately 150 telephone installations have been made in the army and navy bases and camps in this State since the war started and the coordination of these installations with the commercial systems has called for a considerable amount of engineering on the part of the Telephone Companies. The work of Coordination has been carried on very smoothly and efficiently. New problems of maintenance and operation, together with the complicated engineering problems involving questions of transmission of speech have been solved notwithstanding the changing of plans and the constant rearrangements of circuits occasioned by the everchanging needs of the armed services.

Tests of various kinds and plant inspections have been made in many of the Army Camps and Air Bases by this department and where defective conditions were found the remedies applied—These tests and inspections however, would not have been possible were it not for the far sighted policy of the Railroad Commission to furnish their Engineers with the most modern testing and measuring apparatus. The Engineers in this department, so equipped have been enabled to make such tests and checks on the lines and apparatus as to reveal, not only maintenance conditions but engineering miscalculations in the coordination of facilities. Such measurements as a determination of the loss or gain of efficiency on telephone circuits, the degree of interference from power circuits and their remedies, all of these are now under control of the Commission—In what follows, a description of the various factors involved and why will be explained—Modern living has acquainted us with the meaning of the unit termed the volt, or the watt; our city bills rendered each month, for utilities service, such as light and power, cooking, are billed as so many watts—and we have become familiar with these terms—Now, there is a new unit which has appeared on the scene and we hear much about it and will hear more—it is called the Decibel. This unit is a measure of sound—it is to be found in all literature relating to acoustics, whether it is the question of street noises, or room noises or losses or gains on long distance telephone lines, whether relat-

ing to your telephone circuit between your house or office and the central office; or between your telephone and the long distance connection, in the adjoining city or the most remote corner of the Earth reached by telephone, this magic unit Decibel will be present in all questions of the transmission of speech or of interference on telephone lines or even noise in your own home or your office.

Before entering on the main issue of this report,, the functions of the State Telephone Engineer should be, in some small degree, understood. The Committee, appointed by the last legislature sent out a questionnaire as to the duties of the various employees engaged in State work—The Committee above referred to will probably refer to these duties, perhaps not in detail as given in the answers to the questionnaire question No. 14.

Risking repetition, however, with the desire to make as complete as possible, an account of the stewardship of such position, the following is quoted verbatim.

"The Engineer is charged with the duty of preparing rate cases for the Commissioners. This involves the making of inventories, determining the elements of valuation, such as depreciation, working capital, going value, operating expenses and rate of return. On the basis of such a determination a rate schedule is set up. The Engineer not only assembles the facts developed from such investigations, but accompanies the assembled facts with interpretations, the translation being from technical into non-technical language. In this work there is the legal side to be considered and for such reason the Engineer must keep himself informed on all Court and Commission decisions rendered from time to time on similar cases. In preparing these cases a great deal of information comes to the Engineer from public documents, from his experience derived in the Court room under direct and cross examination and from various other sources.

The taking of inventories involves field work and subsequently office work which consists in examination of invoices and contracts in utilities files. Then to the assembled costs found by applying the unit costs so developed to the inventoried property which has been classified under the uniform system of Accounts prescribed by the Federal Communications Commission, a determination of the land, buildings, central office equipment, etc., are added the overhead costs of acquiring or constructing the plant.

A further check is made by the Engineer upon managerial efficiency and the adequacy of the investment.

Other investigations are made involving questions which are constantly before the Engineer. These may be, in general, classified in the following statement: It is realized that without proper adjustment of rate schedules including the general exchange tariff none of the following objectives can be realized—the rates so adjusted should provide revenues neither excessive nor deficient but should be based upon a reasonable rate of return.

Changes are constantly being made in the General Exchange Tariff which are occasioned by the new requirements of the service. Such changes however, are subject to review by the Commissioners and are approved or denied according to the findings. It is the duty of the Engineer to examine the proposed changes and to submit his report to the Commissioners before action is taken by them.

Quoting from the Report of the department of Commerce, Bureau of the Census, the population of the State of Florida for 1940 as reported was 1,897,440, for 1930, 1,468,211, or an increase of 29.2 percent. The figures as given above for 1940 will be used as a basis of comparison in the following statements:

TELEPHONE STATION DEVELOPMENT

The number of telephone stations as reported to the Commission for the year 1942 were as follows:

Bell Company	182,087
Independent Cos.	89,873
TOTAL	271,960

For year 1943—

Bell Company	208,793
Independent Cos.	104,536
TOTAL	313,329

The following gives the comparative rate of telephone development, as based on the number of telephone stations per 100 of population, for the State of Florida and a few of the large cities in the United States for the year 1943:

16.6 Stations per 100 of population for Florida						
19.3	"	"	"	"	"	United States
27.2	"	"	"	"	"	New York City
29.0	"	"	"	"	"	Tampa
38.0	"	"	"	"	"	Miami
27.0	"	"	"	"	"	Jacksonville
34.2	"	"	"	"	"	Chicago
32.0	"	"	"	"	"	Los Angeles
39.5	"	"	"	"	"	Washington D. C.
32.0	"	"	"	"	"	Boston
27.3	"	"	"	"	"	Milwaukee
31.0	"	"	"	"	"	Omaha

There are three types of switchboard systems serving the telephone public—as follows:

- Dial
- Common Battery
- Magneto

The following table gives the distribution of these types of telephone systems expressed as a percentage of total number of stations in service.

	Fla. Year 1920 Percent	Fla. Year 1942 Percent	U. S.
Dial	13.5	66.7	58.0
Common Battery	49.5	31.1	32.0
Magneto	37.0	2.2	10.0
TOTAL	100.0	100.0	100.0

These percentages are convincing proof that Florida has kept up with the advancement of the telephone art. It shows what progress has been made in bringing up to date the types of switchboard mechanisms employed in rendering local telephone service.

INSPECTIONS AND TESTS

An inspection is made of all telephone properties through the year.

Inquiries and complaints of the service are usually made by letter; few complaints are made direct to the Engineer making the survey of the telephone systems. Some written complaints can be handled by correspondence, and others require a personal interview with the complaining party before the case can be closed.

The inspection and tests are recorded on a printed form which was designed to cover the majority of defects that might arise in the operation of the plant.

Railroad Commission, State of Florida
Tallahassee, Florida

- A—Check Speed of Opr. Ans. Time
- B—Check Ans. Time Local to L. D.
- C—Check Operator's Working Schedule
- D—Gen. Plant Inspect. (Local)
- E—Gen. Plant Inspect. (Toll)
- F—Make Transmission Test (Local)
- G—Make Transmission Test (Toll)
- H—Inspect P. B. Exchanges
- I—Check Exchange Base Rate Area
- J—Invest. Service Complaints
- K—Invest. Rates & Service Charges
- L—Invest. Rural Service Complaints
- M—Inspect. & Test C. O. Equip.
- N—Invest. Facilities
- O—Working with Company Employees
- P—Interview Operating Officials
- Q—Make Plant Inventory
- R—Make Dept. Condition Survey
- S—Enroute
- X—

Report of Telephone Engineer for Week Ending:

DATE	EXCHANGE	REMARKS
MONDAY		
TUESDAY		
WEDNESDAY		
THURSDAY		
FRIDAY		
SATURDAY		
SUNDAY		
(Signed).....		

TELEPHONE SERVICE INSPECTION

1. Date of inspection Previous inspection.....
2. Utility General Office.....
3. Exchange covered by this report.....
4. Switchboard manufacture..... Type
5. Capacity Lines equipped..... Lines in use.....
6. Condition of switchboard..... Cords..... Keys..... Drops.....
7. Main frame manufacture.....

8. Capacity Lines equipped..... Lines in use.....
9. Condition of main frame..... Protector strip
10. Are joints properly soldered?.....
11. Number of loose connections on main frame..... Unsoldered.....
12. Ringing equipment Condition.....
13. Auxiliary ringing equipment Condition.....
14. Lighting Auxiliary lighting.....
15. Is central office equipment adequate?.....
16. Condition of storeroom.....
17. Does utility keep adequate amount of supplies on hand?.....
18. Telephone building.....story, brick, brick veneer, concrete, frame.
19. What portion is occupied by telephone company?.....
20. Easily enlarged?.....Owned or rented?.....
21. Suitable..... Condition of office..... Basement.....
22. Are there emergency exists in case of fire?.....
23. Have water pails or fire extinguishers been installed?.....
24. General condition of poles..... Aerial cable..... Aerial wire.....
25. Tree interference
26. Number of trouble men.....
27. Is entire time devoted to repairs?.....
28. Hours of exchange service..... Night service.....
29. Sunday and holiday exchange service.....
30. Total number of operators..... On duty busy hour.....
31. Is traffic peg count made each month?..... Copy attached.....
32. Number of grounded local circuits..... McClure..... Metallic.....
33. Number of grounded rural circuits..... Metallic.....
35. Number of local subscribers..... as of....., 19.....
36. Number of rural subscribers..... as of....., 19.....
37. Number of connecting rural subscribers..... as of....., 19.....
38. Company owned rural lines having less than 10 subscribers.....

39. Over 10..... Over 15..... Over 20..... Over 22..... Over 25.....
40. Is utility keeping subscribers line card record?.....
41. Trouble record?..... Cable record?..... Daily time record?.....
42. Are pole and cable distribution record maps on file?.....
43. Are any preventative maintenance inspections made?.....
44. Attitude of public toward management.....
45. Average time for operator to answer.....seconds.
46. Condition of station equipment and wiring.....
47. Is transmission good?.....
48. Do officials co-operate with rural connecting companies?.....
49. General condition of rural connecting lines?.....

.....
Telephone Engineer.

REMARKS:

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The forms herewith are samples of those in use—The smaller form, Marked A, is designed for the inspections made during the week. The form Marked B is more or less a detailed record of the telephone property covering all phases of the operation of the plant, that is, plant, traffic and commercial departemnts. Reports on this form are made on an average of once a year.

During the year 1944, field work of the department was reported as follows: about 1600 telephone users were interviewed to determine the class and quality of service rendered by the operating companies. All telephone instruments and wiring on the subscriber's premises were inspected for transmission and other conditions and 145 stop watch tests were made at various exchanges to determine speed of operator's answer and the speed of handling the call from time of answer until call was completed.

One hundred and nine complete local plant inspections were made throughout the state to determine the physical condition of the local exchanges. These inspections consisted of a general check up and test-

ing of all switchboards and central office equipment. Also a number of cables, poles and wires were checked over. The defective conditions uncovered by these inspections and tests were reported and corrected by the operating companies.

Forty-seven complaints, formal and informal were investigated and cause of complaint removed.

Twenty-three general inspections of toll plants were made of transmission conditions.

Twelve complete inspections of service and plant conditions were made at Army Camps, Air Ports and Naval Air Bases.

The properties of two telephone companies inspected were found to be in poor condition, out of date equipment was responsible for the poor service. Public hearings were held by the Commissioners and the companies cited were ordered to modernize their properties.

A check was made of all telephone and telegraph tariffs throughout the State and differences and omissions were corrected.

LONG DISTANCE LINES AND SERVICE

Of the 313,320 telephone stations in the state, 104,536 are operated by Independent Telephone Companies—all these Independent stations have access to the long distance service of the Bell System—Any independent company telephone can reach any other telephone whether in the United States or over Seas through the facilities of the Bell System.

Either the Bell Lines enter the Central Office of the Independent Company or, the independent company may reach the Bell system over independent Company lines. In Bell Company parlance the Independent companies exchange toll business with the Bell system are known as "connecting companies". There are approximately 6700 Independent Telephone Companies operating in the United States, and most of these companies have access to the long distance facilities of the Bell System. Of this number of Independent Telephone Companies 90 per cent are companies operating 500 stations or less.

During 1940 about 94,000,000 toll messages were originated in the United States by connecting company customers. To handle successfully such a large volume of traffic requires cooperation on the part of the Independent and Bell Company operators. The Independent Companies lines and equipment must meet the engineering requirements to enable proper coordination of facilities. The traffic forces of connecting companies and Bell companies must understand each other's language in the handling of interconnecting business. In order to establish connection between any two toll users in the vast telephone net work, sufficient toll circuits must be provided between toll centers so that connections may

be built up with a minimum of delay and operating effort. The combination of toll circuits required for any given pair of users must meet with the transmission requirements as set by the quality and volume of the transmission of speech required—The calls most difficult to give the required grade of service are those between users located in areas sparsely settled and far apart. It will be seen then that the routing of calls becomes of major importance; first, in reducing to a minimum the number of switches in one connection, second in combining only those circuits whose talking properties will satisfy the requirements of standard transmission.

The many years of experience acquired in the operation of toll lines and the ever expanding telephone systems throughout the nation have led to the development of what is known as the "General Toll Switching Plan"—The Bell System engineers worked out this plan which was put into operation in 1930—The purpose of the plan was to provide a plant arrangement which would give the highest standards of service, that is, speed and accuracy and with a quality and volume of transmission which would give ease of communication between two toll users.

Under the "General Toll Switching Plan" offices are classified as (1) regional centers, (2) primary outlets and (3) toll centers. Regional centers have been established at Atlanta, Chicago, Dallas, Denver, Los Angeles, New York, St. Louis, and San Francisco. These Regional Centers have direct connections with each other and form the transcontinental link for all toll centers.

In developing this plan the question of the determination of the correct transmission requirements for each connecting link such that any toll connection set up in accordance with the plan would have satisfactory transmission efficiency.

The selection of the primary outlets called for a study not only for the particular area involved but also careful consideration of its relation to the nation wide plan.

The primary outlets for this state are located as follows: Miami, West Palm Beach, Tampa, Orlando, Jacksonville. Toll centers connect with the primary outlets, and these in turn with the Regional center already described. There are about 2400 toll centers in the United States, 600 of which are connecting company exchanges and 140 of these toll centers serve also as primary outlets connecting with the regional centers. So taking a bird's eye view of the toll system, we see toll centers with their tributaries feeding into them connecting with the primary outlets, and these are in turn connecting with the regional centers which stretch across the continent enabling universal service.

The entering of this nation into the war brought many changes in civilian life; transportation and communication systems were about the

first to feel the effects of the increased civilian activities as a reaction to the country entering on a war footing and very noticeable was the increased demand placed on the communications systems. Prior to the war the average speed of service was 1.4 minutes; in 1942, the service had slowed down to an average of 2.7 minutes. These are over-all figures for the United States as a whole. In some parts of the Country the speed of service had slowed down much more than the foregoing. Here, in Florida, the average speed of service, as of the year 1944, for Jacksonville 10 minutes; Miami 13 minutes; Orlando 4 minutes; West Palm Beach 6 minutes; Tampa 10 minutes day time; 42 minutes night. There are periods, however, usually in the evenings, when the delays run into hours instead of minutes. In pre-war time 93 per cent of the calls were handled while the calling party remained at the telephone; during 1943 this percentage dropped down to 86. For Florida the per cent of calls handled on the same basis are, at present, for Jacksonville 67 per cent; Miami 61 per cent; Orlando 80 per cent; West Palm Beach 74 per cent.

Much depends on the telephone service in the movement of troop trains transporting troops and equipment. To move one army division it takes 75 trains and to load and start these trains takes thousands of telephone calls.

In certain sections of the country there are long distance traffic jams resulting in considerable delay. The increase in traffic for the year 1942 over 1941 was, for Washington, D. C., 275 per cent, Norfolk 493 per cent, San Diego 896 per cent. These abnormal service conditions have brought about some very troublesome traffic problems; many complications arise in handling war telephone traffic; for example (1) operators have to make more attempts per call before connection with the called party is effected; (2) a larger proportion of person-to-person calls are made than in normal times; (3) greater lengths of haul, with consequent increase in the number of switched connections—switching connections are the linking of toll lines at intermediate toll exchanges in building up a circuit to a distant point. This latter condition slows the service considerably as an operator may encounter no circuit conditions in her attempt to build up a through circuit.

The Miami Toll switchboard is the largest in the State. Miami connects with the South American Countries and the West Indies—The toll switchboard accommodates 144 operators at peak loads—To handle such peak load requires a total force of 438 employees—or 3.1 employees to each position occupied at the busy hour. Under normal traffic conditions a staff of 360 employees or 2.5 employees to each position occupied at the busy hour would be sufficient. In Jacksonville the toll switchboard accommodates at the peak load 84 positions and is staffed with 268 employees, or 3.2 employees to each position. Under normal working conditions 210 employees could handle the traffic.

For the whole country there has been employed between the year 1940 and 1942, 150,000 additional operating employees to handle the increased traffic load and to replace force losses. Superimposed upon the increased volume of traffic there are to be added the complexities of the operating conditions already referred to.

TRANSMISSION UNIT

Reference has already been made to the unit known to acoustic engineers as the Decibel, the Decibel is a unit expressing the relation between sensation and stimulus and the varying degrees of these relations is expressed as so many Decibels.

An understanding of this relationship has come out of the researches of Weber, professor of anatomy, and physiology and Fechner, professor of physics, both of the University of Leipzig. The outcome of the researches of these professors may be summed up in the following statement: The increase of stimulus necessary to produce a change of sensation is not a constant difference, but is a constant ratio of the preceding stimulus—This is often referred to as the *Weber-Fechner Law* or the *Psychophysical Law* which was first announced in the year 1860.

This law states that the magnitude of the sensation produced is proportional to the logarithm of the stimulus. In the engineering of telephone transmission systems, the engineers should know both the acoustic and electrical power of the speech transmitted. When dealing with problems relating to differences in power, acoustic or electric, it is convenient to use a logarithmic unit. If there are two different amounts of power being compared on the same system, as input and output, then the difference in power level is expressed in bels; for convenience in calculation one-tenth of the bel is taken; such unit is called the Decibel.

The Decibel is a measure of the units of equivalent loss or gain in relation to the characteristics of telephone circuits—knowing the effect of a given number of decibel losses in a telephone circuit, engineers can design the telephone systems to meet with the requirements of commercial service.

Engineers speak of effective transmission losses. They know what grade of service will result when using certain types of telephones in conjunction with the lines connected to the system.

The following is a description of the various grades of telephone transmission obtaining on telephone lines for various Decibel losses:—

47 Decibels.

Gives limit of audibility, requires shouting and expert hearing, with frequent repetition.

33 Decibels.

Commercial limit; requires loud talking with occasional repeating.

28 Decibels.

Commercial; requires talking louder than a conversational tone, but

should require no repetition with persons of some experience in the use of the telephone.

23 Decibels.

Easy commercial; allows inexperienced persons to converse without unusual effort.

17 Decibels.

Preferred standard has all the volume and quality that is desirable for conversational ease.

The long lines of the American Telephone and Telegraph Company, stretching east and west from coast to coast, are engineered on the basis of an average effective transmission equivalent of 9 Decibels measured from toll board to toll board. Shorter toll lines are engineered for the same decibel equivalent.

The local exchange subscriber's loops that is, the line extending from the subscriber's premises to the central office is engineered on the basis of an effective transmission loss of 6 decibels, so that two subscribers talking across the continent, or talking between toll centers close by would have an effective transmission loss of 6 plus 6 plus 9 decibels, or an effective average transmission loss of 21 decibels. This would be a very satisfactory grade of service.

The fact that the line is so low enables the operators at the originating office to deal directly with the called party, thus cutting down the delay in establishing connections.

RATE REDUCTION CASE

In November, 1943, the Florida Railroad Commission issued Order No. 1388, ordering the reduction and adjustment for the State of Florida in Intra-State message toll rates of all companies. The order read in part as follows:—

"The Florida Railroad Commission has had before it for consideration the question of reducing intra-state toll message telephone rates. The Commission has made exhaustive studies in connection with the question and from the facts which it has developed is of the opinion that a reduction of approximately \$266,600 per annum should be made in the intrastate toll message rates of the Southern Bell Telephone and Telegraph Company and that a corresponding reduction in the intrastate toll message rates be made by all other telephone companies operating in Florida, so far as it shall apply to their operations.

An estimate has been made of the reduction affecting all other telephone companies in the State on the same basis as that of the Southern Bell Telephone Company. This estimated reduction amounts to \$88,866, which brings the total reduction in intrastate toll message rates for all companies in this State of \$355,466.



Report of
Rate Expert

RATE DEPARTMENT**INFORMAL TRANSPORTATION CASES**

By I. T. Williams

There is a special procedure before this Commission under which rate cases can be tried without the formality of witnesses having to appear and give testimony in person. This is called "shortened procedure" and is employed in cases where the consent of all parties is obtained. It is followed usually in minor cases.

Generally such adjustments are the result of carriers' desire to meet competitive rates of other forms of transportation, and to also establish rates that will move the traffic. These are disposed of by issuing permissive authority to applicant. Our purpose in such a method of procedure is to save time and money for all the interested parties, including the State of Florida, and to effect a more prompt determination of issues. There is herewith submitted an index of informal adjustments.

INFORMAL RATE ADJUSTMENTS

Railroad: Passenger, Freight, Express

Authority**Number**

RA-1	Phosphate Rock, Phosmico to East Tampa.
RA-2	Empty Tin Cans, CL, Tampa to Sparlin, Florida.
RA-3	Crushed Stone, CL, Hodgson to Theresa, Florida.
RA-4	Supplement 3 to Southern Classification No. 57.
RA-5	Fuel Oil, Tampa & Port Tampa to Clewiston, Florida.
RA-6	Demurrage & Storage Rules.
RA-7	Cans, CL, Tampa to Auburndale and Sarasota, Florida.
RA-8	Gasoline, CL, Tampa to Lakeland and return.
RA-9	Pickles, CL, Jacksonville to Miami, Florida.
RA-10	Cancellation of obsolete rates via L&N.
RA-11	Tin Cans, CL, Orlando to Roux Siding, Florida.
RA-12	Sugar, CL, Fellsmere to Jacksonville and Miami, Florida.
RA-13	Low-Grade forest products between Points in Florida.
RA-14	Canned Goods, CL, Jacksonville to Tallahassee, Florida.
RA-15	Sand, CL, from and to Florida Points.

Railroad: Passenger, Freight, Express

Authority

Number

- RA-16 Reparation, Petroleum Products, Tampa to Winter Haven and Leesburg, Florida.
- RA-17 Reparation, Asphalt, CL, Tampa to Biggars and Fort Myers, Florida.
- RA-18 Naval Stores, CL, & LCL, via L&N obsolete.
- RA-19 Lumber, CL, between Prineville and Points in Florida.
- RA-20 Bags, Cotton, Class 47 rating.
- RA-21 General Merchandise, CL, Riviera to Port Everglades Jct.
- RA-22 Logs, CL, Lancaster to Foley, Florida, via LOP&G.
- RA-23 Diversion or Reconsignment rules, fruits and vegetables.
- RA-24 Transit, Grain & Grain Products.
- RA-25 Switching, at Pensacola when for Edge, Florida.
- RA-26 Crushed Rock, CL, Brooksville, Conrock, Camp & Gay to Miami, Florida.
- RA-27 Logs, etc., CL, Transit, Florida Points to Manatee and Nocatee, Florida.
- RA-28 Logs, CL, Distance Rates to Benson Junction, Florida.
- RA-29 Fuel Oil, CL, Jacksonville to Daytona Beach, Florida.
- RA-30 Lettuce, CL, Belle Glade to Jacksonville, Florida.
- RA-31 Tires, Tubes, Accessories, Railway Express Agency.
- RA-32 Mahogany Lumber, CL, Jacksonville to Pensacola, Florida.
- RA-33 Canned Citrus, CL, Winter Haven to Auburndale, Florida.
- RA-34 Obsolete Rates, Portbound Tariff.
- RA-35 Phosphate Rock Refuse, CL, Pierce to Alderman, Florida.
- RA-36 Supplement 4 to Southern Classification No. 57.
- RA-37 Wet Phosphate Rock, CL, Bay Pine to Ridgewood, Florida.
- RA-38 Fuel Oil, CL, Tampa & Port Tampa to Caruso, Florida.
- RA-39 Slag, CL, Commodity Description.
- RA-40 Milling and Blending in Transit of Grain Products.
- RA-41 Crushed Stone, CL, Kendrick, Williston & Hodgkin to Duval and Tisonia, Florida.
- RA-42 Gasoline, CL, Jacksonville to Opalocka, Florida.
- RA-43 Supplement 24 to Official Express Classification No. 32.
- RA-44 Miscellaneous Commodities Tariff, Railway Express Agency.
- RA-45 Cottonseed & Related Articles, obsolete rates.
- RA-46 Pulpboard, CL, Miami to Tampa, Florida.
- RA-47 Cans, CL, Orlando to Port Everglades Jct., Florida.
- RA-48 Transit on Peanut Feed.
- RA-49 Carbon Dioxide, Jacksonville to West Palm Beach, Florida.
- RA-50 Crushed Stone, CL, Ojus to West Palm Beach, Florida.
- RA-51 Grouping Crossley with Hawthorne, Florida.
- RA-52 Pulpwood, CL, Florida Points to Cantonment, Florida.
- RA-53 Supplement 5 to Southern Classification No. 57.

Railroad: Passenger, Freight, Express

Authority

Number

- RA-54 Paper Articles, LCL, Jacksonville to Florida Points.
- RA-55 Carpets or Carpeting, CL, exception rating.
- RA-56 Sand, CL, Eustis & Okahumpka to Orlando and Winter Park, cancellation of rates.
- RA-57 Cancellation of obsolete rates, Gulf Ports, L&N.
- RA-58 Iron & Steel Articles, fabrication in transit.
- RA-59 Distances from and to Fitzgerald, Florida, on GS&F.
- RA-60 Sulphuric Acid, CL, Nichols to East Tampa, Florida.
- RA-61 Expiration Dates, elimination and extension.
- RA-62 Liquid Asphalt, CL, Tampa & Port Tampa to Avon Park, Florida.
- RA-63 Crushed Limerock, CL, Peterson to Perry, Florida.
- RA-64 Cigars, Cigaretts & Tobacco, LCL, rating.
- RA-65 Supplement 6 to Southern Classification No. 57.
- RA-66 Groceries, Mixed, CL, Tampa & Jacksonville to Starke, Florida.
- RA-67 Groceries, Mixed, CL, Tampa to Theresa, Florida.
- FA-68 General Merchandise, CL, Miami to Riviera, Florida.
- RA-69 Supplement 7 to Southern Classification No. 57.
- RA-70 Sulphur, CL, Florida Points to Apopka, Florida.
- RA-71 Forest Products, cancellation of obsolete rates.
- RA-72 Naval Stores, CL, Southern Naval Stores Tariff.
- RA-73 Chemicals, Drugs, etc., Railway Express Agency.
- RA-74 Railway Material, CL, Perry to Lakebird, Florida, SGRy.
- RA-75 Tin Cans, CL, Tampa to Terra Ceia, Florida.
- RA-76 Switching & Absorption at Jacksonville, FEC Ry.
- RA-77 Gasoline & Kerosene, CL, Tampa & Port Tampa to St. Petersburg, Florida.
- RA-78 Motion Picture Films, returned, Railway Express.
- RA-79 Supplement No. 8 to Southern Classification No. 57.
- RA-80 Newsprint Paper, Jacksonville to Tallahassee, Florida.
- RA-81 Lime, CL, Ocala & Kendrick to Points common to the ACL and SAL.
- RA-82 Demurrage & Storage Rules.
- RA-83 Gladioli Bulbs, CL, Florida Points to Florida Points.
- RA-84 Pulpboard, CL, Miami to Jacksonville, Florida.
- RA-85 Concrete Brick & Blocks, CL, between Points in Florida.
- RA-86 Reparation, Ground Phosphatic Sand, CL, Brewster to Jacksonville, Florida.
- RA-87 Rules governing Stopping in Transit Privileges.
- RA-88 Box & Crate Material, CL, Bradenton to FEC Stations.
- RA-89 Pulpboard, CL, Miami to Florida Points.
- RA-90 Logs, CL, Astatula & Howey Heights to Walling, Florida.
- RA-91 Supplement 9 to Southern Classification No. 57.

Railroad: Passenger, Freight, Express

Authority
Number

- RA-92 Cotton, extension of expiration dates.
RA-93 Crushed Stone, CL, Conrock to Theresa, Florida.
RA-94 Crushed Stone, CL, Peterson to 138 Mile Post, between Clara & Salem, Florida.
RA-95 Groceries, mixed, CL, Tampa to Ocala, Florida.
RA-96 Concrete Brick & Blocks, CL, Miami to Points in Florida.
RA-97 Gasoline & Kerosene, CL, Tampa to Opalocka, Florida.
RA-98 Distances between Points on ACL in Florida.
RA-99 Finished Wall Paper, with samples.
RA-100 Brick, concrete, etc., Miami to Points in Florida.
RA-101 Lumber, CL, Tallahassee to Port St. Joe, Florida.
RA-102 Fuel Oil, CL, Port Everglades Jct. to Homestead, Florida.
RA-103 Potatoes, cancellation of obsolete rates.
RA-104 Paper Stock, scrap or waste, CL, Tampa to Miami.
RA-105 Supplement 11 to Southern Classification No. 57.
RA-106 Supplement 12 to Southern Classification No. 57.
RA-107 Demurrage Rule 3, Jones' Tariff No. 4-V.
RA-108 Asphalt, CL, between Panama City and Sumatra, Florida.
RA-109 Crushed Stone, CL, Hodgson & Williston to Yulee, Florida.
RA-110 Agricultural Ground Limestone in mixed carloads with fertilizer and fertilizer materials.
RA-111 Reparation, Ground Phosphatic Sand, CL, Brewster to Jacksonville, Florida.
RA-112 Limerock, CL, Peterson to Perry, Florida.
RA-113 Pullman fares.
RA-114 Crushed Stone, CL, Dania to West Palm Beach to expire.
RA-115 Lubricating Oil, CL, Miami to Tampa, Florida.
RA-116 Sewer Pipe, CL, Port Tampa to Yukon, Florida.
RA-117 Paper Articles, LCL, Jacksonville to Tampa, Florida.
RA-118 Clay or Pyrophyllite, CL, ratings.
RA-119 Tin Cans, from Tampa to Collier City, Florida.
RA-120 Tin Cans, CL, Orlando to Caruso, Florida.
RA-121 Fuel Oil, CL, Port Tampa to Caruso, Florida.
RA-122 Supplement 13 to Southern Classification No. 57.
RA-123 Brick, CL, extension of expiration dates.
RA-124 Meters, electric, gas or water, rating.
RA-125 Sand, CL, Independent & Concrete to Tampa, Florida.
RA-126 Ground Phosphatic Sand, CL, Brewster to Jacksonville.
RA-127 Woodpulp, CL, Fernandina to Jacksonville, Florida.
RA-128 Asphalt, CL, Tampa & Port Tampa to Avon Park, Florida.
RA-129 Stop-off to partially unload, Section 7 bill of lading.
RA-130 Pulpwood, CL, scale of rates, M&B Railroad.
RA-131 Classification ratings under suspension with I.C.C.

Railroad: Passenger, Freight, Express

Authority

Number

- RA-132 Paints, Stains or Varnishes, CL, exception rating.
- RA-133 Drugs, Medicines, Chemicals, exception ratings.
- RA-134 Supplement 15 to Southern Classification No. 57.
- RA-135 Cement, CL, Tampa to Points in Florida.
- RA-136 Crushed Stone, CL, Williston & Hodgson to Jacksonville Municipal Airport.
- RA-137 Billits, Bolts or Logs, Williston to Keysville, Florida.
- RA-138 Extension of Expiration Dates, Railway Express.
- RA-139 Lumber, CL, Foley to South Bay, Florida, reparation.
- RA-140 Crushed Stone, CL, Hialeah to West Palm Beach, Florida.
- RA-141 Petroleum, CL, Tampa & Port Tampa to Cocoa-Rockledge.
- RA-142 Cotton Samples, extension of expiration dates, R.E.A.
- RA-143 Fertilizers, CL, Jacksonville to Dupont, Florida.
- RA-144 Supplement 16 to Southern Classification No. 57.
- RA-145 Sand, CL, Mammoth to Florida Points.
- RA-146 Suwannee Steamship Co., discontinuance of service.
- RA-147 Forest Products, transit, minimum weights.
- RA-148 Common Clay, CL, Juniper to Port St. Joe, Florida.
- RA-149 Tin Cans, CL, Tampa to Plymouth, Florida.
- RA-150 Elimination of Expiration Dates, rail.
- RA-151 Boxes, cigar, Tampa to Quincy, Railway Express Agency.
- RA-152 Tin Cans, CL, Orlando to Carnestown, Florida.
- RA-153 Pullman Rates, Tariff F.R.C. No. 16.
- RA-154 Supplement 17 to Southern Classification No. 57.
- RA-155 Bone Meal, CL, Jacksonville to Dr. Phillips, Florida.
- RA-156 Passenger Fares between A. & St. A.B. Ry., points.
- RA-157 Crushed Stone, CL, Kendrick, Williston & Hodgson to Duval & Tisonia, Florida, authority to cancel.
- RA-158 Crushed Stone, CL, Conrock & Gay to Indiantown, extension of expiration dates.
- RA-159 Tar, Water-gas, CL, St. Petersburg to Tampa, Florida.
- RA-160 Petroleum, CL, Tampa & Port Tampa to Pelican Lake and Oak Hill, Florida.
- RA-161 Electrical Appliances, Circuit Breakers or switches rating via Railway Express Agency.
- RA-162 Compression of Cotton, CL.
- RA-163 Drag Line Machinery, Oak Ridge to Old Colony, cancellation of rates.
- RA-164 Tin Cans, CL, Orlando & Tampa to Belleglade, Florida.
- RA-165 Lard, Lard Compounds, Jacksonville to Belleglade, Florida.
- RA-166 Supplement 17 to Southern Classification No. 57.
- RA-167 Supplement 18 to Southern Classification No. 57.
- RA-168 Ground Limestone, CL, Kendrick to Reddick, Florida.

Railroad: Passenger, Freight, Express

Authority

Number

- RA-169 Petroleum, CL, Tampa & Port Tampa to Lacoochee, Florida.
RA-170 Crushed Stone, CL, Kendrick to Starke, Florida, for Camp Blanding.
RA-171 Wet Cannery Refuse, CL, Florida Points to Haines City.
RA-172 Wet Phosphate Sluch, CL, Dunnellon to Felicia, Florida.
RA-173 Ice, CL, between F.E.C. Railway stations.
RA-173 Petroleum, CL, Tampa & Port Tampa to Arbuckle, Florida.
RA-174 Fares between Points on A. & St. A. B. Railway.
RA-175 Classification Rules 24 and 34, Southern Classification.
RA-176 Diversion or Reconsignment Rules, fruits & vegetables.
RA-177 Sea Island Cotton, transit arrangements.
RA-178 Southern Classification No. 58, approval.
RA-179 Peanut Stocks, LCL, Class 40, subject to Pickup & Delay.
RA-180 Concrete Brick & Blocks, CL, Uleta to Florida Points.
RA-181 Petroleum, CL, Tampa & Port Tampa to Raiford, Florida.
RA-182 Merchandise, CL, Jacksonville to Miami, Florida.
RA-183 Sulphur, CL, Jacksonville to Dr. Phillips, Florida.
RA-184 Crushed Stone, CL, Kendrick to Ridgewood, Florida.
RA-185 Petroleum, CL, from Pensacola to Points in Florida.
RA-186 Sulphuric Acid, CL, Jacksonville to East Tampa, reparation.
RA-187 Sugar Cane in trainload lots, Everglades Section.
RA-188 M. & M. T. SS. Co., equipment to Jacksonville for storage.
RA-189 Petroleum, CL, Pensacola to Jacksonville, Florida.
RA-190 Petroleum, CL, Pensacola to Opalocka, Florida.
RA-191 Fertilizer and Phosphate Rock Coast Line stations to Black Hammock Spur stations.
RA-192 Vegetable Plants, intrastate in Florida, R.E.A.
RA-193 Empty Field Boxes, Lake Placid to Dr. Phillips, Florida.
RA-194 Crushed Stone, CL, Ojus to Stuart & Port Sewall, Florida.
RA-195 Crushed Stone, CL, Brooksville district to Port Tampa City, Florida.
RA-196 Crushed Stone & Gravel, CL, Florida Points to Jacksonville, cancellation of rates.
RA-197 Oil, CL, Cottonseed oil and peanut oil, ratings.
RA-198 Liquor and Wine, CL, exception ratings.
RA-198 Supplements 2 and 3 to Southern Classifications No. 58.
RA-199 Petroleum, CL, Tampa & Port Tampa to north Florida Points.
RA-200 Livestock, furnishing cars, Service Order No. 71.
RA-201 Coke, CL, Pembroke to Winter Haven, obsolete rates.
RA-202 Sand, CL, Edgar to Gainesville, Florida.
RA-203 Grain and Grain Products between points in Florida, restoration of relationship on LCL shipments.
RA-204 Crushed Stone, CL, Sumterville to Zephyrills, Florida.

Railroad: Passenger, Freight, Express

Authority

Number

- RA-205 Petroleum, CL, from Panama City to Florida Points.
- RA-206 Supplement 4 to Southern Classification No. 58.
- RA-207 Empty Field Boxes, Winter Haven & Orlando to Sebring, Florida.
- RA-208 Weights & Packing Requirements, vegetables, cantaloupes, and berries.
- RA-209 Empty Field Boxes, from and to Points in Florida.
- RA-210 Logs, CL, transit, Perkins to Foley, Florida.
- RA-211 Grain & Grain Products, non-application of transit privileges.
- RA-212 Ice, CL, Miami & West Palm Beach to Pompano, Florida.
- RA-213 Lumber, CL, Perkins to Foley, Florida.
- RA-214 Fibreboard, Pulpboard or Strawboard Fillers, CL, between Points in Florida.
- RA-215 Supplement 5 to Southern Classification No. 58.
- RA-216 Intra & Inter Terminal Switching, definition of terms.
- RA-217 Masonry Cement, CL, Tampa to Miami, Florida. Reparation.
- RA-218 Peanut Vine Hay, transit privileges.
- RA-219 Storage Rule 3, Item 810, free time LCL freight.
- RA-220 Supplement 28 to Official Express Classification.
- RA-221 Cottonseed Oil Cake or Meal or Peanut Oil Cake of Meal, CL, Clewiston to Florida Points.
- RA-222 Petroleum, CL, Tampa & Port Tampa to St. Augustine.
- RA-223 Vegetables, fresh or green, CL, between Florida Points.
- RA-224 Demurrage Rules, Jones Tariff 4-V.
- RA-225 Supplement 6 to Southern Classification No. 58.
- RA-226 Petroleum, CL, Ocala to Port Tampa returned in error.
- RA-227 Beer, empty beverage packages, Miami to Tallahassee.
- RA-228 Gasoline, CL, Port Everglades Jct. to West Palm Beach and return.
- RA-229 Supplement 7 to Southern Classification No. 58.
- RA-230 Diversion & Reconsignment Rules, special permission.
- RA-231 Passenger Automobiles, in freight service.
- RA-232 Automobiles, under extra ticket plan.
- RA-233 Petroleum, CL, Tampa & Port Tampa to Foley, Florida.
- RA-234 Pulpwood, CL, in cents per unit 168 cubic feet.
- RA-235 Empty Field Boxes, CL, Winter Garden to Florida points.
- RA-236 Petroleum, CL, Port Everglades Jct. to Florida points.
- RA-237 Petroleum, CL, Tampa & Port Tampa to F.E.C. points.
- RA-238 Demurrage Rules, Tariff 4-V.
- RA-239 Supplement 8 to Southern Classification No. 58.
- RA-240 Velvet Beans, CL, Grinding in transit.
- RA-241 Sulphuric Acid, CL, Pierce to Peace Valley Mine, Florida.
- RA-242 Ice, CL, Sanford to Green Cove Springs, Florida.

Railroad: Passenger, Freight, Express

Authority

Number

- RA-243 Cans, CL, Tampa to Orland and Okeechobee, Florida.
RA-244 Empty Field Boxes, CL, from and to Florida points.
RA-245 Empty Field Boxes, CL, Winter Park and Dr. Phillips to Points in Florida.
RA-246 Motion Picture Films, extend expiration date, R.E.A.
RA-247 Expiration Dates, Elimination and Extension.
RA-248 Petroleum, CL, Tampa and Port Tampa to Riviera, Florida.
RA-249 Pick-Up and Delivery Service, charges for.
RA-250 Demurrage and Storage Rules, Tariff 4-V.
RA-251 Fruits and Vegetables, Test Billing Weights.
RA-252 Supplement 9 to Southern Classification No. 58.
RA-253 Empty Field Boxes, CL, Haines City and Maitland to Points in Florida.
RA-254 Cotton, CL, Extension of Expiration Date.
RA-255 Cigars, Cigarettes and Tobacco, LCL. Ratings.
RA-256 Petroleum, CL, Tampa and Port Tampa to Rivieri, Florida.
RA-257 Knit Goods, Change in Packing Requirements.
RA-258 Switching between Otis and Cecil Field, Expiration date.
RA-259 Switching at Fort Myers to Gunnery School.
RA-260 Covers, Fibreboard, Pulpboard or Strawboard, CL.
RA-261 Petroleum, CL, Port Everglades Jct. to Tampa and Port Tampa, Florida.
RA-262 Plasterboard faced with asphalt, CL, rating.
RA-263 Limestone & Dolomite, CL, Crystal River and Lebanon to Jacksonville, commodity description.
RA-264 Supplement 10 to Southern Classification No. 58.
RA-265 Demurrage Rules, Suitable for interchange, Tank cars.
RA-266 Switching charge between Drew and Drew Field, S.A.L. Ry.
RA-267 Railway Equipment Register, method of filing.
RA-268 Newsprint Paper, Jacksonville to Tallahassee, R.E.A.
RA-269 Corpses, between Key West and Miami, Florida, R.E.A.
RA-270 Unmanufactured Tobacco, change in packing requirements.
RA-271 Supplement 11 to Southern Classification No. 58.
RA-272 Sulphuric Acid, Pierce to Agricola, Florida.
RA-273 Dessert Preparations, CL & LCL, Exception ratings.
RA-274 Sulphuric Acid, CL, Nichols to Jacksonville, Florida.
RA-275 Sand and Gravel, Century to Pensacola, cancellation.
RA-276 Pullman Company, Section rates.
RA-277 Crushed Stone, CL, Hodgson to Theresa, cancellation.
RA-278 Gladiolis, between Fort Pierce and Wabasso, Florida, R.E.A.
RA-279 Conduits, CL, not lined, commodity description.
RA-280 Exhibits for fairs, rules for handling.

Railroad: Passenger, Freight, Express

Authority

Number

- RA-281 Rules Governing the handling of Exhibits for Expositions and Fairs, cancellation.
- RA-282 Citrus Fruit, CL, Winter Park to Floral City and Trilby, Florida.
- RA-283 Supplement 12 to Southern Classification No. 58.
- RA-284 Brick, CL, Extension of Expiration date.
- RA-285 Switching, Rates, Rules and Regulations, L.O.P. & G. No. 110.
- RA-286 Railway express agency increased charges tariff F.R.L. No. 110.
- RA-287 Cement, CL, routing, Tampa to East Coast points.
- RA-288 Gas, Oil, CL, Tampa and Port Tampa to North Miami Beach, Florida.
- RA-289 Sand, CL, Mammoth to Boca Raton, Florida.
- RA-290 Limerock, CL, Sumterville to Zephyrhills, reparation.
- RA-291 Petroleum, CL, Tampa and Port Tampa to Apopka, Florida.
- RA-292 Supplement 13 to Southern Classification No. 58.
- RA-293 Diversion or Reconsignment of Freight, Rules and charges Governing.
- RA-294 Petroleum, CL, Jacksonville to Theresa, Florida.
- RA-295 Cotton, LCL, AQ, or CL, weights to govern.
- RA-296 Petroleum, CL, Pensacola and Panama City to Florida Points, extension expiration date.
- RA-297 Empty Field Boxes, CL, Orlando to Homestead, Florida.
- RA-298 Citrus Fruit, CL, Nocatee to Tavares, also Empty returned field boxes.
- RA-299 Pick-Up and delivery service, minimum rate provisions.
- RA-300 Diversion and reconsignment of freight to conform with Rule 7 of Classification.
- RA-301 Supplement 14 to Southern Classification No. 58.
- RA-302 Citrus Fruit, CL, Florida Points to Dr. Phillips and Empty Returned Field Boxes.
- RA-303 Demurrage Rules and Charges on Phosphate Dump Cars.
- RA-304 Lumber, CL, Mayo to Boyd, Florida.
- RA-305 Citrus Fruit, CL, in Field Boxes from and to Florida Points.
- RA-306 Excursion Fares, Perry and Foley to Live Oak, L.O.P. & G.
- RA-307 Demurrage charges on Private Tank Cars.
- RA-308 Citrus Fruit, CL, in Field Boxes from Lake Placid to Highland City; empties returned.
- RA-309 Empty Field Boxes, CL, Winter Haven to Florida Points.
- RA-310 Supplement 15 to Southern Classification No. 58.
- RA-311 Artificial Gravel, CL, Reeder to Tampa, Florida.
- RA-312 Citrus Fruit, CL, in Field Boxes, Florida Points to Leesburg, Florida.

Railroad: Passenger, Freight, Express

Authority

Number

- RA-313 Citrus Fruit, Transit Rates, between points in Florida; Also Empty Field Boxes between Points in Florida.
- RA-314 Citrus Fruit, CL, in Field Boxes, from Points in Florida to Leesburg, Florida; Also Empty Field Boxes from Points in Florida to Leesburg, Florida.
- RA-315 Citrus Fruit in Field Boxes from Nocatee, Florida, and Brownville, Florida, to Tavares, Florida; Also Empty Returned Field Boxes from Tavares, Florida, to Nocatee and Brownville, Florida.
- RA-316 Shells, Cocoanuts, Tampa to Miami, Florida, CL.
- RA-317 Petroleum, CL, Tampa to Ayers, Florida.
- RA-318 Citrus Fruits, Transit rates, from Points in Florida to Points in Florida; Also empty Returned Field Boxes.
- RA-319 Lumber, CL, Tallahassee to Foley, Florida.
- RA-320 Sugar, CL, Belle Glade to Raiford, Florida.
- RA-321 Supplement 16 to Southern Classification No. 58.
- RA-322 Citrus Fruits, CL, Transit, between Florida Points.
- RA-323 Concrete Brick, CL, Ojus to Orlando, Florida.
- RA-324 Railway Express Agency, Emergency Charge, LCL.
- RA-325 Supplement 18 to Southern Classification No. 58.
- RA-326 Citrus Fruits, CL, Transit, between Points in Florida.
- RA-327 Citrus Fruit, CL, Transit, Plant City and Winter Haven to Points in Florida.
- RA-328 Petroleum, CL, Tampa to Richmond, Florida.
- RA-329 Live Stock, CL, Points in Florida.
- RA-330 Live Stock, CL, between Points in Florida.
- RA-331 Groceries, CL, Jacksonville to Miami and West Palm Beach.
- RA-332 Extension of Expiration Dates.
- RA-333 Cigar Boxes, Tampa to Quincy, R.E.A.
- RA-334 Logs, CL, Transit rates, time limit.
- RA-335 Coal, Bituminous minimum weight.
- RA-336 Petroleum, Tampa to Riviera, Florida.
- RA-337 Citrus Fruit, CL, Transit, Oviedo to Florida Points.
- RA-338 Concrete Brick, CL, Ojus to Naples, Florida.
- RA-339 Petroleum, CL, Tampa to Richmond, routing.
- RA-340 Supplement 19 to Southern Classification No. 58.
- RA-341 Citrus Fruit, CL, Transit Rates between Florida Points.
- RA-342 Citrus Fruit, CL, Transit from Leesburg and Winter Garden to Points in Florida.
- RA-343 Sand, CL, Interlachen and Edgar to Yukon, Florida.
- RA-344 Concrete Blocks, CL, Uleta to Naples, Florida.
- RA-345 Demurrage Rule 8, Tariff No. 4-V.
- RA-346 Demurrage Rule 2 and Rule 8, Tariff No. 4-W.

Railroad: Passenger, Freight, Express

Authority

Number

- RA-347 Sand, CL, Processed.
- RA-348 Brick, CL, Rule 24 Southern Classification.
- RA-349 Supplement 20 to Southern Classification No. 58.
- RA-350 Sand, CL, Mammoth to Boca Raton, Florida.
- RA-351 Petroleum, CL, Tampa and Port Tampa to Yukon, Florida.
- RA-352 Cocoanuts, CL, between Lower East Coast Points.
- RA-353 Petroleum Oil, CL, Tampa and Port Tampa to Davenport, Florida.
- RA-354 Tobacco Manufactured, LCL, classification rating.
- RA-355 Empty Field Boxes, returned, Jacksonville to Florida Points.
- RA-356 Supplement 21 to Southern Classification No. 58.
- R-357 Ice, CL, between F.E.C. Ry., stations.
- R-358 Supplement 22 to Southern Classification No. 58.
- R-359 Petroleum, CL., Tampa to Aloma, Florida.
- R-360 Citrus Fruit, CL., transit, for canning purposes, A.C.L.
- R-361 Citrus Fruit, CL., transit, for canning purposes, S.A.L.
- R-362 Sugar, CL., Tampa and Point Tampa to Points in Florida.
- R-363 Citrus Fruit, CL., transit, Clearwater to Dr. Phillips, Florida.
- R-364 Switching Charges at Port Everglades, Florida.
- R-365 Petroleum, CL., Tampa and Port Tampa to Homestead, Fla.
- R-366 Switching, in cents per icing, Protective Tariff No. 11.
- R-367 Crushed Stone, CL., Dania and Hollywood to Stuart and Pt. Sewell.
- R-368 Demurrage Rule 2, Jones' Tariff 4-W.
- R-369 Supplement 23 to Southern Classification No. 58.
- R-370 Flitches, intrastate in Florida, StL and SF Ry.
- R-371 Tin Cans, SL., Tampa to Deep Lake, Florida.
- R-372 Grain and Grain Products, transit service.
- R-373 Telephone Coin Receptacles and Coin in outer containers.
- R-374 Cocoanuts, CL., Miami and West Palm Beach to Bartow, Florida.
- R-375 Potatoes, CL., Gouldts to Jacksonville, Florida.
- R-376 Concrete Brick and Blocks, CL., West Palm Beach to Florida Points.
- R-377 Petroleum, CL., Jacksonville, Tampa and Port Tampa to Buckles, Fort Reed and Navair, Florida.
- R-378 Demurrage Rules and Charges, Rule 7, Tariff 4-W.
- R-379 Masonry Cement, CL., Reddick to Points in Florida.
- R-380 Oil, crude or fuel, CL., between points on A.N.R.R.
- R-381 Cement, CL., Pensacola to Florida Points.
- R-382 Crushed Stone, CL., Dania to Orlando, Florida.
- R-383 Supplement 26 to Southern Classification No. 58.
- R-384 Crushed Stone, CL., Dania to West Palm Beach, Florida.

Railroad: Passenger, Freight, Express

Authority

Number

- R-385 Fullers Earth, CL., Superior to Points in Florida.
- R-386 Supplement 27 to Southern Classification No. 58.
- R-387 Citrus Fruit, CL., transit, Muller to Orlando, Florida.
- R-388 Crushed Stone, CL., Haile to Theresa, Florida.
- R-389 Mileages carried forward in Freight Distance Tariff 201-B.
- R-390 Sawdust, revision in description.
- R-391 Mileage allowance on private cars.
- R-392 Vegetables between Points in Florida.
- R-393 Excelsior, CL., and LCL, also Logs or Sticks, cedar, CL., intra-state in Florida.
- R-394 Tomatoes, CL., Princeton to Jacksonville, Florida.
- R-395 Canned Goods, stored in transit at Salerno and Vero Beach.
- R-396 Lumber, CL., transit, Mayo to Foley, Florida.
- R-397 Petroleum, CL., Tampa and Port Tampa to New Smyrna Beach.
- R-398 Demurrage Charges, Rule 7, Item 530-C, Tariff 4-W.
- R-399 Concrete Brick, Ojus to Orlando, Florida.
- R-400 Storage Rules and Charges, Rule 7, Tariff 4-W.
- R-401 Tomatoes, CL., Homestead to Jacksonville, Florida.
- R-402 Petroleum, CL., Tampa and Port Tampa to Cocoa-Rockledge and Melbourne, Florida.
- R-403 Supplement 28 to Southern Classification No. 58.
- R-404 Tomatoes, CL., Homestead to Jacksonville, Florida.
- R-405 Ex Parte 148 increases, suspension.
- R-406 Basis for rates from and to Fitzgerald via GS&F.
- R-407 Rules covering diversion and reconsignment of freight.
- R-408 Official Express Classification No. 33.
- R-409 Storage Rules and Charges, Rule 7, Tariff 4-W.
- R-410 Empty Field Boxes, Oviedo to Ft. Lauderdale and Dania.
- R-411 Empty Field Boxes, Oviedo to Lake Jem and Zellwood.
- R-412 Basis for rates, between Okeechobee and F.E.C. stations.
- R-413 Extension of expiration dates.
- R-414 Supplement 31 to Southern Classification No. 58.
- R-415 Classes and Commodities, to and from St. Marks, Florida.
- R-416 Logs, CL., Bond's Mill to West Palm Beach, Florida.
- R-417 Diversion or Reconsignment of Freight.
- R-418 Citrus Pomace, CL and LCL, between Points in Florida.
- R-419 Fish, fresh, between Jacksonville, Salerno and Sebastian.
- R-420 Celery, CL., between Points in Florida.
- R-421 Leaf Tobacco, AQ., Perry, Foley and Mayo to Live Oak, Fla.
- R-422 Logs, Bolts and Billets, CL., transit, Springdale to Jasper.
- R-423 Petroleum, CL., St. Marks to Florida Points.
- R-424 Concrete blocks, West Palm Beach to Orlando, Florida.
- R-425 Private cars owned by U. S. Sugar Corporation.

Railroad: Passenger, Freight, Express

Authority

Number

- R-426 Cotton, extension of expiration dates.
- R-427 Supplement 32 to Southern Classification No. 58.
- R-428 Petroleum, CL., Tampa and Port Tampa to Stuart, Florida.
- R-429 Sulphuric Acid, Nichols to Agricola, Florida.
- R-430 Citrus Pomace Final Syrup, CL., Dade City to Jacksonville.
- R-431 Box and Crate Material, CL., between Points in Sou. Territory.
- R-432 Feed, Animal or Poultry, CL., Fellsmere to Florida Points.
- R-433 Pulpwood, CL., Points in Florida to Chattahoochee, Florida.
- R-434 Petroleum, CL., Miami to Ft. Lauderdale, Florida.
- R-435 Supplement 33 to Southern Classification No. 58.
- R-436 Gasoline, CL., Jacksonville to Riviera, Florida.
- R-437 Petroleum, CL., Tampa and Port Tampa to Foley, Florida.
- R-438 Magnesite, crude, CL., to correct error in tariff.
- R-438 Mileage Allowance and Rules, Mileage Tariff 7-M.
- R-439 Petroleum, CL., Jacksonville to Riviera Beach, Florida.
- R-440 Petroleum, CL., Pensacola and Panama City to Florida Points.
Points.
- R-441 Crushed Stone, CL., Dania to Ft. Myers, SAL-Bartow-ACL.
- R-442 Supplement 34 to Southern Classification No. 58.
- R-443 Mileage carried forward in Freight Distance Tariff 201-B.
- R-444 Beer, CL., Miami to Jacksonville, Florida.
- R-445 Empty Field Boxes, transit, between Points in Florida.
- R-446 Empty Field Boxes, transit, Plymouth to Shell City, Florida.
- R-447 Pulpwood, CL., L&N stations to A.N. stations.
- R-448 Excursion Rates, Live Oak to Foley and Perry, LOP&G.
- R-449 Citrus Fruit, transit, between Points in Florida.
- R-450 Citrus Fruit, CL., transis, Fort Pierce to Salerno, Florida.
- R-451 Corn, shelled, CL., Jacksonville to Tallahassee and Havana,
Florida.
- R-452 Empty Field Boxes, transit, Orlando and Leesburg to lower
east coast stations.
- R-453 Limerock, CL., Kendrick to Dunnellon, Florida.
- R-454 Tin Cans, CL., Tampa to Naples, Florida.
- R-455 Fuel and Gas Oil, CL., Tampa and Port Tampa to Clewiston,
Florida.
- R-456 Carrots, CL., without tops, between Florida Points.
- R-457 Diversion and Reconsignment, Service Order 70-A.
- R-458 Empty Field Boxes, transit, Island Grove to Florida Points
- R-459 Southern Classification No. 59, approval.
- R-460 Fish from Stuart to Jacksonville, Florida.
- R-461 Supplement 2 to Express Classification No. 33.
- R-462 Extension of Expiration Dates.
- R-463 Logs, transit, Oak Hill to Ocala, Florida.

Railroad: Passenger, Freight, Express

Authority

Number

- R-464 Supplement 37 to Southern Classification No. 58, and Supplement No. 1 to Southern Classification No. 59.
- R-465 Ice, CL, extension of expiration dates.
- R-466 Brick, CL., extension of expiration dates.
- R-467 Petroleum, CL., Tampa and Port Tampa to Collier City, Fla.
- R-468 Petroleum, CL., Tampa and Port Tampa to Naples, Florida.
- R-469 Asphalt (Asphaltum) CL., Between Points in Florida.
- R-470 Lumber, CL., Darby to Jacksonville, Florida.
- R-471 Concrete Brick, CL., Ojus to Orlando, to expire.
- R-472 Supplement 2 to Southern Classification No. 59.
- R-473 Supplement 3 to Southern Classification No. 59.
- R-474 Citrus Fruit, CL., transit, Lake Placid to Lake Hamilton.
- R-475 Soybean Grits and Soybean Flour, transit privileges.
- R-476 Petroleum CL., Tampa to Boca Grande, Florida.
- R-477 Petroleum, CL., Jacksonville and Tampa to Taft, Florida.
- R-478 Lumber, CL., Chancey to Foley, Florida.
- R-478 Citrus Fruit in bulk, with Citrus Fruit or Vegetables, in packages, mixed carloads, between Points in Florida.
- R-479 Shooks, tight and slack barrels, CL., Southern Territory.
- R-480 Cabbage, CL., Belle Glade to Tampa, Florida.
- R-481 Ice, CL., Pelican Lake to Belle Glade, Florida.
- R-482 Demurrage Rules and Charges, free time allowance, Tariff 4-X.
- R-483 Cans, CL., Tampa to Plant City, Florida.
- R-484 Supplement 4 to Southern Classification No. 59.
- R-485 Pick-Up and Delivery Service at Jennings, Florida.
- R-486 Citrus Fruit, Transit rates, for canning purposes between Points in Florida.
- R-487 Routing between S.A.L. and F.E.C. points, east coast.
- R-488 Switching at Jacksonville, absorption on Petroleum.
- R-489 Cores, paper winding, Blountstown to Points in Florida.
- R-490 Ice, CL., South Florida Points to New Smyrna, Florida.
- R-491 Water, tank cars, Clewiston to Liberty Point, Florida.
- R-492 Supplement 5 to Southern Classification No. 59.
- R-493 Petroleum Lubricating Oil, CL., Miami to Jacksonville, Florida.
- R-494 Sulphuric Acid, CL., East Tampa to Mulberry, Florida.
- R-495 Waste Wood, CL., Florida Points to Jacksonville.
- R-496 Citrus Pomace Final Syrup, CL., from and to Points in Florida.
- R-497 Supplement 6 to Southern Classification No. 59.
- R-498 Supplement 3 to Express Classification No. 33.
- R-499 Lettuce, CL., Palmetto to Miami, Florida.
- R-500 Logs, CL., Oak Hill to Ocala, Florida.
- R-501 Citrus Fruit, CL., between Points in Florida ventilated box cars.

Railroad: Passenger, Freight, Express

Authority

Number

- R-502 Wood, waste, CL., Florida Points to Jacksonville.
- R-503 Cement, CL., from Tampa to Florida Points.
- R-504 Supplement 7 to Southern Classification No. 59.
- R-505 Supplement 8 to Southern Classification No. 59.
- R-506 Winter Squash, estimated weights.
- R-507 Petroleum, CL., Jacksonville and Tampa to Fairbanks and McCollum's Mill, Florida.
- R-508 Gasoline, CL., Jacksonville to Miami and return.
- R-509 Pulpwood, CL., between Florida Points, So. Ga. Ry.
- R-510 Pick-up and Delivery Service, Cottondale, Florida.
- R-511 Cotton, extension of expiration dates.
- R-512 Supplement 4 to Express Classification No. 33.
- R-513 Supplement 4 to express classification No. 59.
- R-514 Coal and Coke, CL., between Florida Points, obsolete.
- R-515 Sawdust, in bulk or in bags.
- R-516 Fuel Oil Distillate, Miami to Port Tampa, returned in error.
- R-517 Supplement 10 to Southern Classification No. 59.
- R-518 Petroleum, CL., Jacksonville, Miami, Pt. Everglades Jct., Port Tampa and Tampa to Florida Points.
- R-519 Ex Parte 148 Increases, postponement to January 1, 1945.
- R-520 Gasoline, CL., Tampa and Port Tampa to Taft, Florida, reparation.
- R-521 Fuel Oil, CL., Lake Alfred to Tampa, Florida, reparation.
- R-522 Coal and Coke, weighing and reweighing rules.
- R-523 Superphosphate, CL., Pierce to Miami, Florida.
- R-524 Rates from and to Buda, Camp and Conrock, Florida.
- R-525 Phosphate Rock, CL., obsolete rates from Inverness and Williford to Florida Points.
- R-526 Rates between Yukon and Florida Points, railway express.
- R-527 Supplement 13 to Southern Classification No. 59.
- R-528 Wood, Waste, CL., Florida Points to Jacksonville, Florida.
- R-529 Canned Goods, storage in transit to Salerno, Florida.
- R-530 Rule 33 to Southern Classification.
- R-531 Livestock, CL., Points in Florida to Bartow, Florida.
- R-532 Petroleum, CL., Jacksonville, Point Everglades Jct., and Tampa to Florida Points.
- R-533 Switching Charge, special spur at Goulding Spur, Florida.
- R-534 Supplement 16 to Southern Classification No. 59.
- R-535 Packing House Products and Fresh Meats, CL., between Points in Florida.
- R-536 Nuts, Edible, shelled or in shell, railway express.
- R-537 Phosphate mining Machinery, CL., Pierce and Carmichael to Boyette, Florida.

Railroad: Passenger, Freight, Express

Authority

Number

- R-538 Supplement 17 to Southern Classification No. 59.
R-539 Passenger Fares for discharged military personnel.
R-540 Plaster and Plasterboard, CL., Port Everglades Jct., to Miami, Florida, obsolete rates.
R-541 Class Rates, Jacksonville and Fernandina to Tampa, Florida.
R-542 Lubrication Oil, CL., Miami to Avon Park, Florida.
R-543 Lubricating Oils, CL., Miami to Jacksonville, Florida.
R-544 Roadway Material Rates, between Dania and FEC Points.
R-545 Livestock, CL., Points in Florida to Kingan, Florida.
R-546 Fresh Meat and Packing House Products, CL., from Kingan to Points in Florida.
R-547 Citrus Pomace Final Syrup, CL., Jacksonville to Tampa, Fla.
R-548 Logging Cars, Slater to Deep Lake, Florida.
R-549 Obsolete Rates, Ports Southeastern Tariff 439-A.
R-550 Supplement 18 to Southern Classification No. 59.
R-551 Excursion Fares, between Perry and Live Oak, Florida.
R-552 Livestock Rates, CL., Florida Points to Live Oak.
R-553 Petroleum, CL., Jacksonville to Aloma, Florida.
R-554 Oil, Linseed, and Oil, Fish, CL., replacement or modified.
R-555 Linseed Oil and Fish Oil, CL., southern territory.
R-556 Pick-up and Delivery Charges, east coast points.
R-557 Petroleum, CL., Port Everglades to Jacksonville, Florida.
R-558 Supplement 19 to Southern Classification No. 59.
R-559 Concrete Brick and Blocks, CL., Gainesville to Florida Points.
R-560 Stock Spray and Insecticides having petroleum base.
R-561 Extension of Expiration Dates.
R-562 Sugar Cane, CL., A.C.L. and F.E.C. points to Clewiston, Fla.
R-563 Citrus Fruit, CL., transit, Homestead and Lake Garfield to Tampa, Florida.
R-564 Shells, Coquina, CL., ground or unground.
R-565 Supplement 20 to Southern Classification No. 59.
R-566 Fertilizer, pick-up and delivery service.
R-567 Petroleum, CL., Tampa and Port Tampa to Belle Glade, Fla.
R-568 Brick and Related Articles, expiration dates.
R-569 Denatured Alcohol, Anti-Freeze Preparations, etc.
R-570 Resinous Waste Wood, Pine Knots, etc., CL.
R-571 Watermelons, CL., billing weights.
R-572 Supplement 21 to Southern Classification No. 59.
R-573 Demurrage Rules and Charges, Rule 8, Tariff 4-X.
R-574 Rates from and to Lake Hamilton, railway express.
R-575 Lumber, CL., transit, Perry to Foley, Florida.
R-576 Sugar Beets, CL., stock feed, east coast points.
R-577 Pulpwood, CL., extend mileage scale via S.A.L.

Railroad: Passenger, Freight, Express

Authority
Number

- R-578 Supplement 23 to Southern Classification No. 59.
R-579 Logs, CL., transit to Bradenton and Nocatee, Florida.
R-580 Lumber, CL., Perry to Foley, Florida.

MOTOR VEHICLE CARRIERS, BUS AND TRUCK

Authority
Number

- MRA-1 Gases, Compressed, Tampa to Jacksonville and Miami.
MRA-2 Class Rates, Tampa, Drew Field and MacDill Field.
MRA-3 Paper Articles, wrappers, protectors, edge guards.
MRA-4 C.O.D. Rule 31, National Classification No. 5.
MRA-5 Groceries, VR., St. Johns River Line.
MRA-6 Supplement 3 to National Classification No. 5.
MRA-7 Paper Articles, LTL, Jacksonville to Florida Points.
MRA-8 Ice, VR., Tampa to Manatee River points.
MRA-9 Buffing or Polishing Compound, LTL.
MRA-10 Gladioli Bulbs, VR., between Florida Points.
MRA-11 Pulpboard, VR., Miami to Jacksonville.
MRA-12 Fresh Meat and PHP, VR., Ocala to Starke and Camp Blanding.
MRA-13 Soap, Liquid, exception rating.
MRA-14 Handles, Wooden, exception rating.
MRA-15 Novelties, exception rating.
MRA-16 Building Material, flooring, exception rating.
MRA-17 Nuts, Edible, Pecans, shelled or not shelled.
MRA-18 Nursery Stock, LTL, rating.
MRA-19 Cooling or Freezing Machines, exception rating.
MRA-20 Dry Goods, Capt, exception rating.
MRA-21 Iron and Steel List, Exceptions No. 3.
MRA-22 Iron and steel list, exceptions No. 3.
MRA-23 Dry Goods List: Knit Goods, exceptions.
MRA-24 Cotton Piece Goods: Mop heads, exceptions.
MRA-25 Mileage Guide No. 4, household goods.
MRA-26 Supplement No. 7 to National Classification No. 5.
MRA-27 Inserts, iron or steel, exception rating.
MRA-28 Change in Fares, Alaga Coach Line.
MRA-29 Plate or Sheet, iron or steel, LTL.
MRA-30 Foil, aluminum or tin, exception rating.
MRA-31 Battings, Bats, Wadding, mattress felt or pads.
MRA-32 Copper, Brass or Bronze, exception rating.
MRA-33 Cotton Piece Goods, finished, exception rating.
MRA-34 Freight Service from and to Welaka, Florida.

MOTOR VEHICLE CARRIERS, BUS AND TRUCK

Authority

Number

- MRA-35 Iron and Steel Articles, exception rating.
- MRA-36 Passenger Fares, National Bus Traffic Assn., Tariff 241.
- MRA-37 Sugar, VR., Miami to West Palm Beach.
- MRA-38 Fares between St. Andrews Bay Trans., stations.
- MRA-39 National Mileage Guide numbers 250 and 251.
- MRA-40 Special Furlough Fares, between points in Florida.
- MRA-41 Change in local fares, National Bus Tariff No. 241.
- MRA-42 Rate-making mileage between Jacksonville and Pensacola.
- MRA-43 Basing Fares, National Bus Tariff No. 100.
- MRA-44 Rates, Brown Motor Freight and Boat Line.
- MRA-45 Automobiles, S.U., Jacksonville to Florida Points.
- MRA-46 Packing House Products, Item 5000, Florida Motor Freight Tariff.
- MRA-47 Cheese, Miami and Key West.
- MRA-48 Bath Salts, Bath Powder, exception rating.
- MRA-49 Soldier's Rations, in Canned Goods List.
- MRA-50 Gum, Chewing, exception rating.
- MRA-51 Pack Carriers, LTL, exception rating.
- MRA-52 Permanent Hair Waving Pads or Fluid, exception rating.
- MRA-53 Buttermilk, powdered or flaked, canned goods list.
- MRA-54 Drugs, Medicines, Chemicals, exception rating.
- MRA-55 Paper Articles, collar bands, wrappers, etc., rating.
- MRA-56 Drugs, Medicines, etc., exception rating.
- MRA-57 Fabrics or Cotton Piece Goods, exception rating.
- MRA-58 Service Boxes, exception rating.
- MRA-59 Grain, Jacksonville to Daytona Beach.
- MRA-60 Rate Basis from and to Inglis, Florida.
- MRA-61 Petroleum, east coast points to Florida.
- MRA-62 Wagon Parts, iron or steel, exception rating.
- MRA-63 Alcohols, other than liquors, exception rating.
- MRA-64 Handles, wooden LTL, exception rating.
- MRA-65 Furlough Fares, National Bus Tariff 248.
- MRA-66 Passenger Fares, St. Andrews Bay Transportation Co.
- MRA-67 Fares Alaga Coach Lines.
- MRA-68 National Motor Freight Classification No. 6.
- MRA-69 St. Johns River Line Tariff No. 3-F.
- MRA-70 Supplement No. 1 to National Classification No. 6.
- MRA-71 Rate revision on various commodities between Points in Fla.
- MRA-72 Furniture, exception rating.
- MRA-73 Beacon Hill, basis for rates from and to.
- MRA-74 Canned Goods, Item 10065, Florida Tariff.
- MRA-75 Petroleum, VR., Jacksonville to north Florida Points.
- MRA-76 Window Shades, LTL, between Tampa and Miami.

MOTOR VEHICLE CARRIERS, BUS AND TRUCK

Authority

Number

- MRA-77 Rate revision on various commodities.
MRA-78 Rate Basis, St. Andrews Bay points.
MRA-79 Bakery Goods, exception rating.
MRA-80 Additional Group Points in Florida.
MRA-81 Cheese, Poultry or Pigeons, VR., between Florida points.
MRA-82 Soap and Soap Powdered, VR., exception rating.
MRA-83 Fares, National Bus Tariff 169-A, via TTT and Glades Motor Line.
MRA-84 Manganese, Item 7590, Exception 3-A.
MRA-85 Iron and Steel Articles, commodity description.
MRA-86 Peanuts, raw, for planting, exception rating.
MRA-87 Group Basis applicable to Yankeetown, Florida.
MRA-88 Bottle Carriers, hand, classification rating.
MRA-89 Electromagnetic Slip Couplings or Parts, LTL, rating.
MRA-90 Fresh Meat, LTL, between Tampa and Sarasota.
MRA-91 Fresh Meat and PHP, Tampa to Hendricks Field.
MRA-92 Nursery Stock, Item 585, Florida Tariff.
MRA-93 Turpentine, wood or pinene, LTL, exception rating.
MRA-94 Supplement 3 to National Classification No. 6.
MRA-95 Commutation Tickets, Florida Motor Lines.
MRA-96 Rule 6, party fares, Florida Motor Lines.
MRA-97 Boxes, Item 4205, Exception No. 3-A.
MRA-98 Fares between Ft. Myers and Trice and Buckingham, Gator Motor.
MRA-99 Basis for rates between Tallahassee and Carabelle.
MRA-100 Furniture, unpacked, LTL, McJunkin Truck and Bus Line.
MRA-101 Cheese and PHP, Miami to Key West.
MRA-102 Groceries, VR., Jacksonville and Tampa to Florida Points.
MRA-103 Furlough Fares, merchant marine cadets.
MRA-104 Eggs, Fruits, Lead: cancellation of rates.
MRA-105 Cancellation of certain ratings in Exceptions 3-A.
MRA-106 Canned Goods, VR., Tampa to intermediate points.
MRA-107 Grain and Grain Products, Item 210, Florida Tariff.
MRA-108 Rubber, Artificial, Guayle, Item 8765-A, Exceptions 3-A.
MRA-109 Boxes and Box Material, Item 467, Exceptions 3-A.
MRA-110 Caps, snap or type, Item 4610, Exceptions 3-A.
MRA-111 Ixtle, cloth, exception rating.
MRA-112 Foodstuffs, Item 940, Exceptions 3-A.
MRA-113 Ammunition, Explosive, Incendiary, Item 157, Exceptions 3-A.
MRA-114 Boots and Shoes, rubber, felt or wool, VR.
MRA-115 Rates, between Jacksonville and Naval Air Station.
MRA-116 Grain and Grain Products, Item 500, Florida Motor Freight Tariff.

MOTOR VEHICLE CARRIERS, BUS AND TRUCK

Authority

Number

- MRA-117 Arbuckle Siding, Florida, basis for rates.
MRA-118 Ginger, candied, LTL, Item 532, Exceptions 3-B.
MRA-119 Charter Coach Tariff No. 290, applicable to Alaga and Bay Lines.
MRA-120 Davie, Florida, basis for rates.
MRA-121 Butter, Item 515, Exceptions 3-B.
MRA-122 Supplement 4 to National Classification No. 6.
MRA-123 Waiver of Rules designating increases and decreases.
MRA-124 Groceries, VR., between Jacksonville and east coast points.
MRA-125 Groceries, VR., between Jacksonville and Port Palm Beach.
MRA-126 Harness or Saddlery, Item 1080, Exceptions 3-B.
MRA-127 Automobile Parts, Exceptions 3-B.
MRA-128 Containers, Item 650, Exceptions 3-B.
MRA-129 Cooper, Brass or Bronze, Items 5240 and 8260, Exceptions 3-B.
MRA-130 Pick-up and Delivery, Item 75, Florida Tariff.
MRA-131 Canned Citrus Fruits, Item 11915, Florida Tariff.
MRA-132 Machinery, Jacksonville to Miami.
MRA-133 Passenger Tariff No. 1, Glades Motor Lines.
MRA-134 Mileage Charges, day coach charter.
MRA-135 Minimum Charge Rule, Item 120-A, Florida Tariff.
MRA-136 Forms, structural, Item 17552, Exceptions 3-B.
MRA-137 Supplement 6 to National Classification No. 6.
MRA-138 Butter, Cheese, Eggs, etc., exception ratings.
MRA-139 Exception Ratings, uncreated articles, Florida Tariff.
MRA-140 Hangers, Garment, Pulpboard, Item 1458, Exceptions 3-B.
MRA-141 Tobacco, Item 1760, Exceptions 3-B.
MRA-142 Fabrics, Items 680 and 690, Exceptions 3-B.
MRA-143 Cigarette Papers, Item 8080, Exceptions 3-B.
MRA-144 Magnesium, metallic, Items 17520 thru 17530, Exceptions 3-B.
MRA-145 Figures, Images or Ornaments, Item 6025, also Millinery Goods, Item 7745, Exceptions 3-B.
MRA-146 Grain and Grain Products, Items 10110 thru 10585, Florida Tariff.
MRA-147 Minimum Fair Charge, Coastal Stages.
MRA-148 Lard and Lard Substitutes, Item 205, Florida Tariff.
MRA-149 Ice Cream, Item 510, Florida Tariff.
MRA-150 Mattresses, Item 485, Florida Tariff.
MRA-151 Pulpboard, VR., Item 11755, Miami to Orlando.
MRA-152 Supplement 2 to Master Tariff No. 2.
MRA-153 Supplement 6 to National Classification No. 6.
MRA-154 Excursion Fares, servicemen, Southern Tours, Inc.
MRA-155 Drained Fruit, Item 345, Florida Tariff.
MRA-156 Radio Transmitting Equipment and Parts.

MOTOR VEHICLE CARRIERS, BUS AND TRUCK

Authority

Number

- MRA-157 Mineral Wool, Item 7030, Exceptions 3-B.
MRA-158 San Carlos, Florida, change in basing point.
MRA-159 Reeder, Florida rate basis Bradenton, Florida.
MRA-160 Lee Field, Florida, rate basis.
MRA-161 Sawdust and Used Lubricating Oil, rating.
MRA-162 Pan American Greyhound Lines, fares.
MRA-163 Cotton Tire Liners, LTL, exception rating.
MRA-164 Airplane Parts, engines, exception rating.
MRA-165 Plate, armour or deck, LTL, exception rating.
MRA-166 Feed, Animal or Poultry, exception rating.
MRA-167 Anti-Freezing Compounds, LTL, exception rating.
MRA-168 Asbestos, Item 3735, Exceptions 3-B.
MRA-169 Perishables moving in refrigeration equipment.
MRA-170 Supplement 4, Dangerous Articles Tariff No. 4.
MRA-171 Tobacco, VR., Jacksonville and Quincy.
MRA-172 Vehicle ordered by shipper for exclusive use.
MRA-173 Grocery List, Commodity description.
M-174 Supplement 14 to National Classification No. 6.
M-175 Soap, Cleaning and Scouring Compounds, exception rating.
M-176 Syrup or Fruit Juices, Item 1680, Exceptions 3-B.
M-177 Wood Preservatives, Item 10240-A, Exceptions 3-B.
M-178 Supplement 15 to National Classification No. 6.
M-179 Supplement 5 to Dangerous Articles Tariff No. 4.
M-180 Nuts, Edible, VR., Item 1370, Exceptions 3-B.
M-181 Paper and Paper Articles, Exceptions 3-B.
M-182 Agricultural Spray, Leesburg to Orlando.
M-183 Naval Air Station, basis for rates.
M-184 Redelivery Rule, Item 89, minimum LTL charge.
M-185 Bakery Goods, Item 336, Florida Tariff.
M-186 Machinery Wiping Rags, Miami to Key West.
M-187 Supplement 16 to National Classification No. 6.
M-188 Agricultural Implements, farm feed mills, LTL.
M-189 Various exception rating, Exceptions 3-B.
M-190 Skewers, LTL, Item 9170, Exceptions 3-B.
M-191 Supplement 6 to Dangerous Articles Tariff No. 4.
M-192 Commutation Tickets, Cocoa and Peninsular Motor Lines.
M-194 Fares, St. Petersburg to Army Air Base, Southern Tours, Inc.
M-195 Supplement 6 to National Classification No. 6.
M-196 Petroleum, Item 245, eliminating Vasoline.
M-197 Anti-Freezing Compounds, Item 162, Exceptions 3-B.
M-198 Malt and Milk Compounds, Item 6257, Exceptions 3-B.
M-199 Paint, cold water paste, Item 1441, Exceptions 3-B.
M-200 Dry Goods, Item 710, Exceptions 3-B.

MOTOR VEHICLE CARRIERS, BUS AND TRUCK

Authority

Number

M-201	Bags, cotton, Item 220, Exceptions 3-B.
M-202	Supplement 7 to Dangerous Articles Tariff No. 4.
M-203	Grain, Roofing, uSgar, Wallboard, Florida Tariff No. 3.
M-204	Grain and Wallboard, between Tampa and Manatee River Points.
M-205	Beverages, Bulbs, Ice, Salt, Florida Tariff No. 3.
M-206	Citrus Fruit, Manatee River Points to Tampa.
M-207	Fertilizer, VR., between Tampa and Manatee River Points.
M-208	Canned Citrus Fruit Juices, VR., Item 11915, Florida Tariff.
M-209	Basing Fares, St. Andrews Bay Transportation Co.
M-210	Grain, VR., Tampa to Florida Points.
M-211	Lamps, incandescent, LTL, exception rating.
M-212	Groceries, VR., Tampa to Sanford.
M-213	Battery Cylinders, VR., Orlando to Jacksonville.
M-214	Commodity Rates, between Miami and Key West.
M-215	Commodity Rates, Tampa to south Florida Points.
M-216	Soap and Soap Powders, Item 11800, Florida Tariff.
M-217	Books, Jacksonville to Deland, Orlando and Tampa.
M-218	Milton Airfield, rates from and to.
M-219	Canned Goods, ratings in Florida Tariff and Exceptions 3-B.
M-220	Fares, Perry, Mayo and Branford to Jacksonville.
M-221	Supplement 8 to Dangerous Articles Tariff No. 4.
M-222	Tobacco, manufactured, between Jacksonville and Florida Points.
M-223	Supplement 1 to National Classification No. 7.
M-224	Fresh Meat and PHP ratings between Florida Points.
M-226	Supplement 9 to Explosives and Dangerous Articles Tariff No. 4.
M-227	Newsprint Paper, VR., Jacksonville to Daytona Beach.
M-228	Pipe or Tubing, Items 620 and 220 Florida Tariff.
M-229	Supplement 4 to National Classification.
M-230	Supplement 5 to National Classification.
M-231	Supplement 10 to Dangerous Articles Tariff No. 4.
M-232	Class Rates, Tampa, Drew Field and MacDill Field.
M-233	Minimum Charge, between Jacksonville and St. Petersburg.
M-234	Milk and Dairy Products, Item 11920 Florida Tariff No. 3.
M-235	Alcohols, LTL, Item 155, Exceptions 3-C.
M-236	Handles, wooden, LTL, exception rating.
M-237	Containers, AQ., Item 10590, Florida Tariff No. 3.
M-238	Fares over Gulf Coast Highway, Florida Motor Lines.
M-239	Supplement 11 to Dangerous Articles Tariff No. 4.
M-240	Turpentine, AQ., between Miami and Key West.
M-241	Electrical Appliances, LTL, Exceptions 3-C.
M-242	Radar Equipment, classification rating.

MOTOR VEHICLE CARRIERS, BUS AND TRUCK

Authority
Number

M-243	Special Fares, Military Personnel.
M-244	Liquors, including high wines, Item 13525, Exceptions 3-C.
M-245	Supplement 12 to Dangerous Articles Tariff No. 4.
M-246	Class Rates, Camp Blanding and Starke.
M-247	Supplement 13 to National Classification No. 7.
M-248	Drums, Barrels, Kegs, used, returned, Item 435, Florida Tariff.
M-249	Vegetables, fresh, AQ., between Miami and Key West.
M-249	Alcohols, Item 155, Exceptions 3-C.
M-250	Crude Oil and Distillate, Item 11925 Florida Tariff No. 3.
M-251	Supplement 13 to Dangerous Articles Tariff No. 4.
M-252	Supplement 15 to National Classification.
M-253	Bags, cotton, LTL, Item 220, Exceptions 3-C.
M-254	Agricultural Implement Parts, Item 3580, Exceptions 3-C.
M-255	Petroleum, VR., Item 11600, Florida Tariff No. 3.

**Report of
Accounting Department**

RAILROAD COMMISSION, STATE OF FLORIDA ACCOUNTING DEPARTMENT

By Fred Pettijohn

The Accountant for the Commission makes investigations, prepares cost and statistical data in report form for introduction before Federal and State Commissions in connection with cases involving rates, fares and charges; analysis cost and statistical data introduced by others in such cases and cross examines witnesses introducing such cost and statistical data; assists the Attorney in writing briefs in cases in which steam railroads request authority to abandon any portion of the railroad within the State of Florida. The Accountant makes examinations and reports in such other instances as the Commission may instruct and usually attends conferences of the Commission with representatives of utility companies.

Routine work of the accountant comprehends the analysis of 112 annual reports of utilities under the jurisdiction of the Commission, 170 telephone exchange reports, 19 monthly reports of steam railroads and the compilation of schedules showing the financial condition, income, revenues, expenses and statistical data of such utilities. The routine work requires the checking of all balances at the close of one year and the beginning of the following year, the addition, subtraction and balances of current accounts, seeing that the texts of the respective accounting classification have been strictly observed and that the reports show a true and correct picture of the financial operations as at the close of the year together with the results of operations.

By means of these annual reports and the analysis by the Accountant, the Commission has the benefit of factual data spread over the years of the earnings and operating costs of the companies under its jurisdiction which is of great value to the Commission in dealing with overall rate and tariff structures.

The accounting department of the commission has but one full time employee although it is necessary each year to employ part time employees to fully perform the services required. The use of part time employees depends upon the amount of accounting work, other than routine, such as cases before the Federal and State Commission, involving rates, fares and charges, rules, regulations, accounting and other classifications and railroad abandonments with which the Commission is confronted.

**FINANCIAL AND OPERATING
STATISTICS OF
PUBLIC UTILITIES**

**Steam Operated
Railroads**

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943
GENERAL BALANCE SHEET AT DECEMBER 31, 1943

NAME OF ROAD	ASSETS												LIABILITIES						
	Investment in Road and Equipment	Improvements on Leased Property	Acquisition Adjustment	Donations and Grants	Deposits in Lieu of Mortgaged Property	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	Total Stock	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Total Surplus	Grand Total
Apalachicola Northern Railroad Company.....	\$ 3,268,698	\$	\$	\$ * 585	\$	\$ 15,955	\$	\$ 1	\$ 209,070	\$ 1,585	\$ 60,962	\$ 3,555,686	\$ 1,000,000	\$ 2,595,000	\$ 209,925	\$ 2,271,805	\$ 111,593	\$ *2,632,637	\$ 3,555,686
Atlanta & St. Andrews Bay Railway Company....	3,664,071	.....	.....	* 2,630	.....	206,817	12,588	.....	1,664,326	77,829	725,995	6,348,996	600,000	1,387,343	1,550,234	139,333	953,862	1,718,224	6,348,996
Atlantic Coast Line Railroad Company.....	297,364,362	433,359	.....	* 2,400,310	231,726	2,261,889	73,724,739	2,241,025	87,501,810	7,147,148	7,856,331	476,762,139	89,544,923	140,058,227	67,213,393	88,643	50,878,577	128,978,376	476,762,139
Florida East Coast Railway Company.....	80,156,400	23,661	.....	* 1,019,814	18,938	288,930	1,827,148	242,485	33,331,816	23,992	20,041,123	134,934,679	37,500,000	60,014,000	16,669,841	28,943,897	25,873,326	34,066,385	134,934,679
Georgia & Florida Railroad.....	19,989,277	101,385	.....	* 17,806	500	157,116	331,428	1	458,374	3,602	560,942	21,584,819	13,382,441	8,511,593	1,786,938	7,685,048	682,590	* 10,463,791	21,584,819
Georgia Southern & Florida Railway Company....	14,740,623	188	.....	* 3,104	9,000	27,688	102,320	17,800	4,342,769	141,951	455,238	19,834,473	3,768,000	7,345,839	2,503,673	917,263	1,928,236	2,971,462	19,834,473
Jacksonville, Gainesville & Gulf Railway.....	368,257	.....	* 320,267	* 33	20,140	8,012	.....	.....	111,279	100	7,944	195,432	5,000	597,284	12,936	562,031	7,582	* 989,401	195,432
Jacksonville Terminal Company.....	4,752,962	.....	.....	* 37,294	.....	122,066	.....	.....	901,318	165	10,395	5,749,612	375,200	4,527,163	521,972	.....	118,878	206,359	5,749,612
Live Oak, Perry & Gulf Railroad Company.....	1,189,242	.....	.....	* 53	.....	3,028	449	30,000	73,151	40,455	3,328	1,339,600	240,000	.....	234,402	.....	1,067,717	8,481	1,339,600
Louisville & Nashville Railroad Company.....	471,965,485	2,466,207	.....	* 1,870,237	(1) 2,289,382	2,573,233	16,738,917	6,466,952	122,016,443	7,112,459	1,505,521	631,664,362	117,012,117	206,536,576	81,277,855	3,391,107	120,532,115	102,914,582	631,664,362
St. Johns River Terminal Company.....	2,352,146	.....	.....	* 59,076	2,300	2,566	617	.....	213,236	5,328	662	2,517,779	100,000	1,678,282	101,587	123	165,409	472,378	2,517,779
St. Louis-San Francisco Railway Company.....	414,025,754	.....	.....	* 2,601,870	20,678	716,139	14,045,081	127,133	44,182,401	1,626,178	7,251,471	479,392,965	114,701,526	269,925,346	18,967,300	96,519,806	64,548,388	* 85,269,285	479,392,965
Seaboard Air Line Railway Company.....	281,759,683	3,576,153	.....	* 1,165,126	(2) 11,529,059	4,045,030	19,211,505	8,029,892	53,821,160	496,213	9,213,775	390,517,344	85,110,662	161,177,765	33,288,461	132,538,744	53,984,430	* 74,856,718	390,517,344
Tampa Northern Railroad Company.....	2,459,153	.....	.....	* 50,576	241,885	.....	11,071	.....	305,077	1,739	1,243,527	4,211,876	750,000	2,967,901	195,535	916,342	2,490	* 620,392	4,211,876
Tampa Union Station Company.....	280,936	.....	.....	.....	.....	.....	.....	.....	27,271	.....	14,915	323,122	30,000	257,396	16,353	.....	16,528	2,845	323,122
Tavares & Gulf Railroad Company.....	766,036	.....	.....	* 4,119	.....	408	177	.....	248,943	635	27,877	1,039,927	298,200	425,000	87,655	.....	15,859	213,213	1,039,927
The Marianna & Blountstown Railroad Company..	247,225	.....	.....	.....	.....	.....	1,500	.....	32,316	.....	233	281,274	120,000	151,264	8,107	60,700	28,976	* 87,773	281,274
The South Georgia Railway Company.....	636,386	.....	.....	.....	.....	15,974	322	1,308	19,692	.....	438	674,120	577,000	.....	12,038	.....	85,563	* 481	674,120
Trans-Florida Central Railroad Company.....	97,761	.....	.....	.....	.....	.....	.....	.....	3,852	.....	.....	101,613	120,163	.....	8,263	.....	5,139	* 31,952	101,613
Total.....	\$1,600,084,427	\$ 6,600,553	\$ * 320,267	\$ *9,232,633	\$ 14,363,608	\$ 10,444,851	\$126,007,862	\$ 17,156,597	\$349,864,364	\$ 16,679,379	\$ 49,380,677	\$2,181,029,818	\$465,235,232	\$868,155,979	\$224,855,468	\$274,034,716	\$320,321,268	\$ 28,427,155	\$2,181,029,818

*-Indicates debit item or deficit.
(1)-Includes \$1,782,854 Sinking Funds.
(2)-Includes \$11,319,823 Special Reserve Funds

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

NAME OF ROAD	Balance at Beginning of Year	Balance Transferred from Income	Miscellaneous and Other Credits	Appropriated Surplus	Miscellaneous and Other Debits	Balance at Close of Year
Apalachicola Northern Railroad Company.....	\$ * 2,472,203	\$ * 133,875	\$ 1,268	\$	\$ 30,575	\$ * 2,635,385
Atlanta & St. Andrews Bay Railway Company.....	223,196	255,640	1,100	37,341	3,052	439,543
Atlantic Coast Line Railroad Company.....	109,319,758	17,447,632	5,172,154	3,411,081	11,942,899	116,585,564
Florida East Coast Railway Company.....	* 38,898,855	4,954,411	4,973	.....	126,914	* 34,066,385
Georgia & Florida Railroad.....	* 9,907,137	556,967	849	.....	536	* 10,463,791
Georgia Southern & Florida Railway Company.....	1,945,614	780,291	656	129,444	1,403	2,595,714
Jacksonville Gainesville & Gulf Railway.....	* 621,187	* 50,731	2,784	.....	320,267	* 989,401
Jacksonville Terminal Company.....	206,221	.....	178	.....	.....	206,399
Live Oak, Perry & Gulf Railroad Company.....	* 1,131,430	1,859	41	.....	41	* 1,129,571
Louisville & Nashville Railroad Company.....	74,541,370	21,213,757	251,730	9,329,113	391,007	86,286,737
St. Johns River Terminal Company.....	367,973	48,941	.....	7,200	118	409,576
St. Louis-San Francisco Railway Company.....	* 101,521,800	10,667,728	5,601,817	.....	26,630	* 85,278,885
Seaboard Air Line Railway Company.....	* 90,776,312	15,796,841	63,665	.....	2,864,759	* 77,780,565
Tampa Northern Railroad Company.....	* 683,031	65,908	* 518	.....	2,751	* 620,392
Tampa Union Station Company.....	2,845	1,200	.....	1,200	.....	2,845
Tavares & Gulf Railroad Company.....	* 132,949	38,166	15	.....	* 365	* 94,403
The Marianna & Blountstown Railroad Company.....	* 87,141	* 1,759	.....	.....	.....	* 88,900
The South Georgia Railway Company.....	5,998	* 4,499	879	.....	2,859	* 481
Trans-Florida Central Railroad Company.....	* 30,287	* 1,665	.....	.....	.....	* 31,952
Total.....	\$ * 59,649,357	\$ 70,522,878	\$ 11,101,591	\$ 12,915,379	\$ 15,713,466	\$ * 6,653,733

* Indicates debit item or deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943
OPERATING REVENUES—ENTIRE COMPANY

NAME OF ROAD	TRANSPORTATION RAIL LINE										Total Railway Operating Revenues
	Freight	Passenger	Baggage	Mail	Express	Switching	All Other	Total	Incidental Revenues	Joint Facility Revenues	
Apalachicola Northern Railroad Company....	\$ 619,712	\$ 14,520	\$ 8	\$ 18,767	\$ 7,034	\$ 728	\$.....	\$ 660,769	\$ 33,143	\$.....	\$ 693,912
Atlanta & St. Andrews Bay Railway Co.....	2,105,097	94,121	95	15,518	27,619	9,653	9,518	2,261,621	8,507	.....	2,270,128
Atlantic Coast Line Railroad Company.....	102,560,157	41,800,585	59,726	2,135,847	2,366,444	437,447	1,031,203	150,391,809	3,020,464	188,742	153,601,015
Florida East Coast Railway Company.....	17,057,335	13,164,715	26,145	510,448	473,994	25,148	355,791	31,613,576	898,009	47,500	32,559,085
Georgia & Florida Railroad.....	1,927,071	69,046	43	24,993	9,780	7,627	3	2,038,563	17,649	558	2,056,770
Georgia Southern & Florida Railway Co.....	4,165,690	2,555,495	742	241,124	70,667	24,802	55,844	7,114,364	233,376	5,694	7,353,434
Jacksonville, Gainesville & Gulf Railway.....	39,838	.....	.....	.....	118	14,269	.....	54,225	56	.....	54,281
Jacksonville Terminal Company.....	.....	.....	.....	.....	.....	.....	.....	.....	229,137	*229,137	.....
Live Oak, Perry & Gulf Railroad Company.....	224,844	4,120	.....	6,443	2,383	618	.....	238,408	3,525	.....	241,933
Louisville & Nashville Railroad Company.....	151,547,792	45,822,826	43,017	2,661,606	2,655,338	1,080,420	775,960	204,586,459	4,081,046	131,797	208,799,302
St. Johns River Terminal Company.....	.....	.....	.....	.....	.....	445,055	.....	445,055	18,716	34	463,805
St. Louis-San Francisco Railway Company.....	76,591,106	22,895,783	22,580	1,606,238	1,736,983	1,217,111	698,929	104,768,730	2,208,879	449,246	107,426,855
Seaboard Air Line Railway Company.....	88,381,325	39,996,289	52,015	1,809,508	1,828,110	537,187	880,223	133,484,657	3,624,935	148,211	137,257,803
Tampa Northern Railroad Company.....	.....	.....	.....	.....	.....	293,946	.....	293,946	.....	.....	293,946
Tampa Union Station Company.....	.....	.....	.....	.....	.....	.....	.....	.....	33,182	* 33,182	.....
Tavares & Gulf Railroad Company.....	214,997	.....	.....	.....	1,234	1,176	.....	217,407	518	.....	217,925
The Marianna & Blountstown Railroad Co.....	49,357	.....	.....	3,038	1,950	5	.....	54,350	637	.....	54,997
The South Georgia Railway Company.....	122,231	8,763	.....	8,525	692	343	.....	140,554	1,752	.....	142,306
Trans-Florida Central Railroad Company.....	4,282	304	.....	1,178	.....	.....	.....	5,764	2	2,872	8,638
Total.....	\$445,610,334	\$166,426,967	\$204,371	\$9,043,233	\$9,182,346	\$4,095,535	\$3,807,471	\$638,370,257	\$4,413,533	\$712,335	\$653,496,125

(1) Indicates Not Applicable.

STATISTICS OF RAILROAD COMPANIES — CALENDAR YEAR 1943

INCOME ACCOUNT—ENTIRE COMPANY

NAME OF ROAD	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Railway Operating Income	Net Rents	Net Railway Operating Income	Other Income	Total Income	Miscellaneous Deductions from Income	Income Avail- able for Fixed Charges	Fixed Charges	Contingent Charges	Net Income	Income Applied to Funds and Appropriated for Other Purposes	Income Balance Transferred to Profit & Loss
Apalachicola Northern Railroad Company.....	\$ 693,912	\$ 711,992	\$ * 18,080	\$ 43,294	\$ * 61,374	\$ * 50,961	\$ * 112,335	\$ 1,321	\$ * 111,014	\$ 12	\$ * 111,026	\$ 22,849	\$	\$ * 133,875	\$	\$ * 133,875
Atlanta & St. Andrews Bay Railway Company.....	2,270,128	1,130,752	1,139,376	602,536	536,840	* 202,190	334,650	13,075	347,725	2,865	344,860	89,220	.....	255,640	.....	255,640
Atlantic Coast Line Railroad Company.....	153,601,015	81,782,633	71,818,382	51,250,000	20,568,382	* 4,863,525	15,704,857	8,081,439	23,786,296	399,366	23,386,930	5,900,567	5,404	17,480,959	33,327	17,447,632
Florida East Coast Railway Company.....	32,559,085	16,604,873	15,954,212	4,493,558	11,460,654	* 1,287,175	10,173,479	166,471	10,339,950	1,265,698	9,074,252	4,119,841	.....	4,954,411	.....	4,954,411
Georgia & Florida Railroad.....	2,056,770	1,638,069	418,701	113,193	305,508	* 98,093	207,415	15,721	223,136	3,557	219,579	776,546	.....	* 556,967	.....	* 556,967
Georgia Southern & Florida Railway Company.....	7,353,434	3,833,717	3,519,717	1,918,380	1,601,337	* 411,955	1,189,382	15,018	1,204,400	3,298	1,201,102	420,811	.....	780,291	.....	780,291
Jacksonville, Gainesville & Gulf Railway.....	54,281	46,559	7,722	4,868	2,854	* 2,888	34	1,272	1,238	.....	1,238	51,969	.....	* 50,731	.....	* 50,731
Jacksonville Terminal Company.....	.....	.....	.....	186,000	* 186,000	377,046	191,046	33,277	224,323	8,323	216,000	216,000	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	241,933	189,481	52,452	20,210	32,242	* 13,546	18,696	1,174	19,870	8	19,862	3	.....	19,859	18,000	1,859
Louisville & Nashville Railroad Company.....	208,799,302	118,152,434	90,646,868	67,952,136	22,694,732	2,818,669	25,513,401	4,521,724	30,035,125	97,069	29,938,056	8,724,299	.....	21,213,757	.....	21,213,757
St. Johns River Terminal Company.....	463,805	342,450	121,355	19,641	81,714	3,516	85,230	37,831	123,061	19	123,042	74,101	.....	48,941	.....	48,941
St. Louis-San Francisco Railway Company.....	107,426,855	71,055,391	36,371,464	13,259,673	23,111,791	* 623,262	22,488,529	222,224	22,710,753	149,192	22,561,561	11,893,833	.....	10,667,728	.....	10,667,728
Seaboard Air Line Railway Company.....	137,257,803	80,823,710	56,434,093	22,186,791	34,247,302	* 5,543,296	28,704,006	505,592	29,209,598	46,886	29,162,712	13,365,871	.....	15,796,841	.....	15,796,841
Tampa Northern Railroad Company.....	293,946	85,687	208,259	142,333	65,926	* 14,520	51,406	108,941	160,347	1,386	158,961	93,053	.....	65,908	.....	65,908
Tampa Union Station Company.....	.....	.....	.....	14,694	* 14,694	23,738	9,044	2,552	11,596	110	11,486	10,286	.....	1,200	.....	1,200
Tavares & Gulf Railroad Company.....	217,925	126,688	91,237	29,018	62,219	* 12,524	49,695	1,259	50,954	25	50,929	12,763	.....	38,166	.....	38,166
The Marianna & Blountstown Railroad Company.....	54,987	43,048	11,939	5,146	6,793	* 2,148	4,645	196	4,841	.....	4,841	6,600	.....	* 1,759	.....	* 1,759
The South Georgia Railway Company.....	142,306	115,079	27,227	13,210	14,017	* 12,776	1,241	1,257	2,498	230	2,268	6,767	.....	* 4,499	.....	* 4,499
Trans-Florida Central Railroad Company.....	8,638	9,643	* 1,005	660	* 1,665	.....	1,665	.....	1,665	.....	1,665	.....	.....	* 1,665	.....	* 1,665
Total.....	\$653,496,125	\$376,692,206	\$276,803,919	\$162,275,341	\$114,528,578	\$ *9,915,890	\$104,612,688	\$ 13,730,344	\$118,343,032	\$ 1,978,044	\$116,364,988	\$ 45,785,379	\$ 5,404	\$ 70,574,205	\$ 51,327	\$ 70,522,878

* Indicates debit item or deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943

OPERATING EXPENSES—ENTIRE COMPANY

NAME OF ROAD	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transporta- tion Expenses	Miscellaneous Operations	General Expenses	Total Operating Expenses
Apalachicola Northern Railroad Company.....	\$ 418,039	\$ 74,484	\$ 12,726	\$ 185,490	\$	\$ 21,253	\$ 711,992
Atlanta & St. Andrews Bay Railway Company.....	223,363	264,448	57,410	489,257	.....	96,274	1,130,752
Atlantic Coast Line Railroad Company.....	12,195,507	20,526,156	2,119,188	42,554,306	1,929,911	2,457,565	81,782,633
Florida East Coast Railway Company.....	3,244,461	3,067,582	562,488	8,371,548	684,642	694,152	16,604,873
Georgia & Florida Railroad.....	504,672	264,039	120,615	667,535	.....	80,938	1,638,069
Georgia Southern & Florida Railway Company.....	815,086	718,801	29,432	2,068,944	140,446	61,008	3,833,717
Jacksonville Gainesville & Gulf Railway.....	20,836	4,786	999	16,377	.....	4,011	46,559
Jacksonville Terminal Company..... (A)	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	68,537	23,332	5,648	74,078	.....	17,886	189,481
Louisville & Nashville Railroad Company.....	19,380,574	31,777,730	2,513,274	58,211,398	2,376,664	3,892,794	118,152,434
St. Johns River Terminal Company.....	67,783	51,309	.....	218,689	.....	4,659	342,450
St. Louis-San Francisco Railway Company.....	12,082,474	19,055,431	1,886,853	34,173,095	1,362,192	2,495,346	71,055,391
Seaboard Air Line Railway Company.....	15,485,832	18,195,593	2,783,488	38,862,220	2,817,652	2,678,925	80,823,710
Tampa Northern Railroad Company.....	33,589	3,251	865	32,885	.....	15,097	85,687
Tampa Union Station Company..... (A)	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company.....	42,589	18,479	2,210	57,750	.....	5,660	126,688
The Marianna & Blountstown Railroad Company.....	12,434	6,393	2,690	17,406	.....	4,125	43,048
The South Georgia Railway Company.....	37,773	21,976	3,958	45,290	.....	6,122	115,079
Trans-Florida Central Railroad Company.....	6,110	768	.....	2,122	.....	643	9,643
Total.....	\$ 64,619,169	\$ 94,074,828	\$ 10,101,844	\$186,048,400	\$ 9,311,507	\$ 12,536,458	\$376,692,206

(A)—Indicates not Applicable.

OF THE RAILROAD COMMISSION

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943
MILEAGE OPERATED—ENTIRE COMPANY

NAME OF ROAD	Miles of Road	Miles of Second Main Tracks	Miles of Passing Tracks, Cross-overs, Turnouts	Miles of Way Switching Tracks	Miles of Yard Switching Tracks	Total
Apalachicola Northern Railroad Company.....	99.12			16.90		116.02
Atlanta & St. Andrews Bay Railway Company.....	82.00		3.66	7.07	26.02	118.75
Atlantic Coast Line Railroad Company.....	4,962.00	683.85	337.61	357.83	794.04	7,135.33
Florida East Coast Railway Company.....	682.20	326.91	140.96	60.33	116.85	1,327.25
Georgia & Florida Railroad.....	407.88		9.60	56.90	11.21	485.59
Georgia Southern & Florida Railway Company.....	396.91	7.46	41.17	35.35	67.28	548.17
Jacksonville, Gainesville & Gulf Railway.....	36.31		2.78	2.47		41.56
Jacksonville Terminal Company.....					50.49	50.49
Live Oak, Perry & Gulf Railroad Company.....	59.03			14.66		73.69
Louisville & Nashville Railroad Company.....	4,744.89	(1) 575.93	720.18	636.18	1,247.86	7,925.04
St. Johns River Terminal Company.....					49.01	49.01
St. Louis-San Francisco Railway Company.....	4,665.53	140.44	554.70	491.99	663.17	6,515.83
Seaboard Air Line Railway Company.....	4,177.75	64.47	562.15	447.76	450.93	5,703.06
Tampa Northern Railroad Company.....					7.92	7.92
Tampa Union Station Company.....	(2)					
Tavares & Gulf Railroad Company.....	37.71		1.84	3.12		42.67
The Marianna & Blountstown Railroad Company.....	29.00				4.75	33.75
The South Georgia Railway Company.....	77.48			12.62		90.10
Trans-Florida Central Railroad Company.....	10.79				2.01	12.80
Total.....	20,468.60	1,799.06	2,374.65	2,143.18	3,491.54	30,277.03

(1)—Includes 2.05 miles of other main track.

(2)—Tracks operated jointly by railroads entering Tampa, Florida.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943
RAIL-LINE OPERATIONS—ENTIRE COMPANY

NAME OF ROAD	Total Revenue Passengers Carried	Average Miles Passengers Carried	Average Revenue Per Passenger Carried	Total Tons Revenue Freight Hauled	Average Miles Per Ton Hauled	Average Revenue per Ton Hauled
Apalachicola Northern Railroad Company.....	14,401	44.46	\$ 1.01	672,550	91.75	\$.92
Atlanta & St. Andrews Bay Railway Company.....	65,065	57.22	1.45	2,092,192	74.66	1.01
Atlantic Coast Line Railroad Company.....	8,731,34	247.06	4.79	39,724,099	235.44	2.58
Florida East Coast Railway Company.....	2,437,286	262.07	5.40	5,912,617	227.00	2.88
Georgia & Florida Railroad.....	123,212	30.07	.56	1,652,938	106.60	1.17
Georgia Southern & Florida Railway Company.....	712,122	195.20	3.59	2,895,429	134.99	1.44
Jacksonville Gainesville & Gulf Railway.....				44,321	22.52	.90
Jacksonville Terminal Company.....	(1)					
Live Oak, Perry & Gulf Railroad Company.....	11,479	16.00	.36	309,579	33.00	.73
Louisville & Nashville Railroad Company.....	11,905,645	203.33	3.85	72,607,969	230.19	2.09
St. Johns River Terminal Company.....	(1)					
St. Louis-San Francisco Railway Company.....	4,742,619	216.76	4.83	31,702,322	285.23	2.42
Seaboard Air Line Railway Company.....	6,419,141	322.97	6.23	33,562,05	250.65	2.63
Tampa Northern Railroad Company.....	(1)					
Tampa Union Station Company.....	(1)					
Tavares & Gulf Railroad Company.....				136,208	28.03	1.58
The Marianna & Blountstown Railroad Company.....				61,531	20.93	.80
The South Georgia Railway Company.....	19,045	22.28	.46	181,961	29.94	.67
Trans-Florida Central Railroad Company.....	4,282	10.79	.20	5,557	10.79	.77

(1)—Indicates Not Applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943
INVESTMENT IN ROAD AND EQUIPMENT—STATE OF FLORIDA

NAME OF ROAD	Miles of Road Owned Florida	Expenditures for Road	Expenditures for Equipment	General Expenditures	Unassigned Expenditures	Total Expenditures
Apalachicola Northern Railroad Company.....	98.68	\$ 384,774	\$ 222,843	\$ * 272	\$ 2,661,353	\$ 3,268,698
Atlanta & St. Andrews Bay Railway Company.....	66.00	1,226,583	741,905	.....	1,070,419	3,038,907
Atlantic Coast Line Railroad Company.....	1,771.67	24,525,951	21,626,256	22,905	49,279,075	95,454,187
Florida East Coast Railway Company.....	676.27	50,399,187	13,911,814	2,771,225	13,097,835	80,180,061
Georgia & Florida Railroad.....	12.71	171,876	33,479	*	178	205,177
Georgia Southern & Florida Railway Company.....	152.43	3,033,127	933,154	185,270	.....	4,151,551
Jacksonville.....	36.31	355,667	7,791	4,799	.....	368,257
Jacksonville Terminal Company.....	40.60	3,502,820	245,480	181,922	822,740	4,752,962
Live Oak, Perry & Gulf Railroad Company.....	58.03	* 245,960	71,278	* 19,141	1,383,065	1,189,242
Louisville & Nashville Railroad Company.....	241.79	174,618	4,190,977	572	7,786,110	12,152,277
St. Johns River Terminal Company.....	40.85	2,161,203	184,447	6,496	.....	2,352,146
St. Louis-San Francisco Railway Company.....	47.53	669,105	482,013	14,298	.....	1,165,416
Seaboard Air Line Railway Company.....	906.63	54,968,229	19,505,323	164,884	.....	74,638,436
Tampa Northern Railroad Company.....	73.26	692,777	* 277,783	* 2,250	2,046,409	2,459,153
Tampa Union Station Company.....	2.22	263,335	.....	17,601	.....	280,936
Tavares & Gulf Railroad Company.....	34.32	215,981	* 7,014	* 19,000	576,039	766,006
The Marianna & Blountstown Railroad Company.....	29.00	218,419	24,650	4,156	.....	247,225
The South Georgia Railway Company.....	40.49	5,232	* 91	.....	315,774	320,915
Trans-Florida Central Railroad Company.....	16.04	92,946	1,055	3,760	.....	97,761
Total.....	4,344.83	\$ 142,815,870	\$ 61,897,577	\$ 3,337,047	\$ 79,038,819	\$ 287,089,313

* Indicates credit item.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943
OPERATING REVENUES—STATE OF FLORIDA

NAME OF ROAD	TRANSPORTATION RAIL LINE										
	Freight	Passenger	Baggage	Mail	Express	Switching	All Other	Total	Incidental Revenues	Joint Facility Revenues	Total Railway Operating Revenues
Apalachicola Northern Railroad Company...	\$ 619,712	\$ 14,520	\$ 8	\$ 18,767	\$ 7,034	\$ 728	\$	\$ 660,769	\$ 33,143	\$	\$ 693,912
Atlanta & St. Andrews Bay Railway Co.....	1,788,042	84,252	78	12,698	22,601	8,213	7,789	1,923,673	8,286	.....	1,931,959
Atlantic Coast Line Railroad Company.....	23,953,921	6,359,075	15,410	539,172	951,549	143,114	253,324	32,215,565	681,870	111,174	33,008,609
Florida East Coast Railway Company.....	17,057,335	13,164,715	26,145	510,448	473,994	25,148	355,791	31,613,576	898,009	47,500	32,559,085
Georgia & Florida Railroad.....	28,573	587	1	74	72	235	.....	29,394	159	.....	29,553
Georgia Southern & Florida Railway Co.....	798,327	365,433	103	46,006	9,973	21,384	7,954	1,249,180	45,437	2,616	1,297,233
Jacksonville, Gainesville & Gulf Railway.....	39,838	.....	.....	.....	118	14,269	.....	54,225	56	.....	54,281
Jacksonville Terminal Company.....	.....	.....	.....	.....	.....	.....	.....	.....	229,137	*229,137	.....
Live Oak, Perry & Gulf Railroad Company....	224,844	4,120	.....	6,443	2,383	618	.....	238,408	3,325	.....	241,933
Louisville & Nashville Railroad Company....	2,317,217	1,417,185	2,414	88,514	80,643	13,353	43,336	3,962,662	520,217	.....	4,482,879
St. Johns River Terminal Company.....	.....	.....	.....	.....	.....	445,055	.....	445,055	18,716	34	463,805
St. Louis-San Francisco Railway Company....	205,800	36,048	36	4,908	5,374	55,791	2,244	310,201	63,499	.....	373,700
Seaboard Air Line Railway Company.....	26,782,102	11,312,254	19,504	403,815	685,656	214,361	335,732	39,755,424	1,310,135	85,859	41,149,418
Tampa Northern Railroad Company.....	.....	.....	.....	.....	.....	293,946	.....	293,946	.....	.....	293,946
Tampa Union Station Company.....	.....	.....	.....	.....	.....	.....	.....	.....	33,182	* 33,182	.....
Tavares & Gulf Railroad Company.....	214,997	.....	.....	.....	1,234	1,176	.....	217,407	518	.....	217,925
The Marianna & Blountstown Railroad Co....	49,357	.....	.....	3,038	1,950	5	.....	54,350	637	.....	54,987
The South Georgia Railway Company.....	52,546	4,376	.....	4,289	358	238	.....	61,807	748	.....	62,555
Trans-Florida Central Railroad Company.....	4,282	304	.....	1,178	.....	.....	.....	5,764	2	2,872	8,638
Total.....	\$ 74,136,893	\$32,762,869	\$ 63,699	\$1,639,202	\$2,242,939	\$1,237,634	\$1,006,170	\$113,089,406	\$3,847,276	\$*12,264	\$116,924,418

* Indicates debit item or deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943
OPERATING EXPENSES—STATE OF FLORIDA

NAME OF ROAD	Maintenance of Way & Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	Miscellaneous Operations	General Expenses	Total Operating Expenses
Apalachicola Northern Railroad Company.....	\$ 418,039	\$ 74,484	\$ 12,726	\$ 185,490	\$	\$ 21,253	\$ 711,992
Atlanta & St. Andrews Bay Railway Company.....	179,785	212,854	46,209	393,803	.....	77,491	910,142
Atlantic Coast Line Railroad Company.....	2,655,901	4,395,105	455,660	9,135,722	331,906	535,626	17,509,920
Florida East Coast Railway Company.....	3,224,461	3,067,582	562,488	8,371,548	684,642	694,152	16,604,873
Georgia & Florida Railroad.....	12,368	3,624	1,293	16,531	.....	1,689	35,505
Georgia Southern & Florida Railway Company.....	208,313	136,426	5,362	476,598	23,941	13,903	864,543
Jacksonville Gainesville & Gulf Railway.....	20,386	4,786	999	16,377	.....	4,011	46,559
Jacksonville Terminal Company.....	(A).....	.....	.....	.....	.....	.....	.....
Live Oak Perry & Gulf Railroad Company.....	68,537	23,332	5,648	74,078	.....	17,886	189,481
Louisville & Nashville Railroad Company.....	704,106	869,820	62,770	2,131,100	165,739	127,235	4,060,770
St. Johns River Terminal Company.....	67,783	51,309	.....	218,699	.....	4,659	342,450
St. Louis-San Francisco Railway Company.....	42,288	66,694	6,604	119,606	4,768	8,734	248,694
Seaboard Air Line Railway Company.....	4,642,606	5,454,984	834,481	11,650,777	844,724	803,134	24,230,706
Tampa Northern Railroad Company.....	33,589	3,251	865	32,885	.....	15,097	85,687
Tampa Union Station Company.....	(A).....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company.....	42,589	18,479	2,210	57,750	.....	5,660	126,688
The Marianna & Blountstown Railroad Company.....	12,434	6,393	2,690	17,406	.....	4,125	43,048
The South Georgia Railway Company.....	18,866	10,987	1,979	22,642	.....	3,061	57,535
Trans-Florida Central Railroad Company.....	6,110	768	.....	2,122	.....	643	9,643
Total.....	\$ 12,358,161	\$ 14,400,878	\$ 2,001,984	\$ 32,923,134	\$ 2,055,720	\$ 2,338,359	\$ 66,078,236

(A)—Indicates not Applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943
MILEAGE OPERATED (Exclusive of Yard Tracks) STATE OF FLORIDA

NAME OF ROAD	Line Owned —Main Line	Line Owned —Branches and Spurs	Lines of Proprietary Companies	Lines Operated under Lease	Lines Operated under Contract	Lines Operated under Track- age Rights	Total Mileage Operated	New Lines Constructed During Year
Apalachicola Northern Railroad Company.....	95.62	3.06				.44	99.12	
Atlanta & St. Andrews Bay Railway Company.....	66.00						66.00	
Atlantic Coast Line Railroad Company.....	1,081.18	684.86	152.93	14.75		9.85	1,943.57	.65
Florida East Coast Railway Company.....	425.98	250.29			5.14	.79	682.20	.03
Georgia & Florida Railroad.....	12.71						12.71	
Georgia Southern & Florida Railway Company.....	152.43					4.80	157.23	
Jacksonville, Gainesville & Gulf Railway.....	36.31						36.31	
Jacksonville Terminal Company.....	39.82					10.67	50.49	
Live Oak, Perry & Gulf Railroad Company.....	45.62	12.41				1.00	59.03	
Louisville & Nashville Railroad Company.....	204.71	37.08				.98	242.77	
St. Johns River Terminal Company.....	37.80					11.21	49.01	
St. Louis-San Francisco Railway Company.....	45.19	2.34					47.53	
Seaboard Air Line Railway Company.....	873.28	33.35	119.65	536.21		3.36	1,565.85	
Tampa Northern Railroad Company.....	7.92						7.92	
Tampa Union Station Company.....	(1)							
Tavares & Gulf Railroad Company.....	34.32					3.39	37.71	
The Marianna & Blountstown Railroad Company.....	29.00						29.00	
The South Georgia Railway Company.....	40.49						40.49	
Trans-Florida Central Railroad Company.....	10.68					.11	10.79	
Total.....	3,239.06	1,023.39	272.58	550.96	5.14	46.60	5,137.73	.68

(1)—Tracks operated jointly by railroads entering Tampa, Florida.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1943

TONS OF REVENUE FREIGHT CARRIED—STATE OF FLORIDA

NAME OF ROAD	Products of Agriculture	Animals and Products	Products of Mines	Products of Forests	Manufactures and Miscellaneous	Merchandise All L. C. L. Freight	[AA] Grand Total
Apalachicola Northern Railroad Company.....	701	3,195	22,217	502,748	140,474	3,181	672,550
Atlanta & St. Andrews Bay Railway Company.....	9,394	1,753	214,296	1,047,691	793,130	17,515	2,092,046
Atlantic Coast Line Railroad Company.....	2,817,998	130,012	9,073,110	1,805,992	4,783,491	186,950	18,852,382
Florida East Coast Railway Company.....	1,126,854	74,052	1,594,160	301,672	2,716,371	87,078	5,912,616
Georgia & Florida Railroad.....	7,084	1,657	15,043	40,826	56,265	1,915	122,890
Georgia Southern & Florida Railway Company.....	186,027	28,595	623,305	293,372	586,256	39,268	1,773,074
Jacksonville Gainesville & Gulf Railway.....	5,031		94	38,727	436	33	44,321
Jacksonville Terminal Company.....	(A)						
Live Oak Perry & Gulf Railroad Company.....	6,324	10	136,332	151,352	14,023	1,538	309,579
Louisville & Nashville Railroad Company.....	165,723	21,185	412,630	443,251	926,330	30,274	2,008,386
St. Johns River Terminal Company.....	(A)						
St. Louis-San Francisco Railway Company.....	61,575	7,706	120,738	92,969	281,306	5,061	571,174
Seaboard Air Line Railway Company.....	1,725,371	138,659	7,234,124	1,802,664	4,417,020	167,555	15,521,294
Tampa Northern Railroad Company.....	(A)						
Tampa Union Station Company.....	(A)						
Tavares & Gulf Railroad Company.....	111,971		1,364	4,690	17,981	202	136,208
The Marianna & Blountstown Railroad Company.....	4,699	134	467	49,830	5,243	1,158	61,531
The South Georgia Railway Company.....	4,992	16	16,513	92,944	6,806	135	121,406
Trans-Florida Central Railroad Company.....				145	5,214	198	5,557
Total.....	6,233,744	406,974	19,464,393	6,668,973	14,750,346	542,061	48,205,014

(A)-Indicates not applicable.

(AA)-Total includes all tonnages for all commodities while commodity group totals omit amounts for commodities specified by the U.S. War Department.

Bridge Companies

**STATISTICS OF BRIDGE COMPANIES
GENERAL BALANCE SHEET AT DECEMBER 31, 1943**

ASSETS	Gandy Bridge Company	Tampa- Clearwater Bridge Co.
Investment in road and equipment property.....	\$ 3,671,520.31	\$ 715,831.83
Sinking Funds.....	29,551.00	17,513.38
Miscellaneous physical property.....	162,487.34	.....
Current assets.....	412,350.37	26,143.93
Unadjusted debits.....	1,427,596.59	23,503.37
Grand Total.....	\$ 5,703,505.61	\$ 782,992.51
LIABILITIES		
Capital stock.....	\$ 2,584,737.50	\$ 130,000.00
Funded debt unmatured.....	1,029,000.00	\$ 386,000.00
Current Liabilities.....	157,302.99	16,809.98
Unadjusted credits.....	0,167,142.70	\$ 066,091.77
Appropriated surplus.....	192,427.99	.....
Earned surplus-credit.....	572,894.43	84,090.76
Grand Total.....	\$ 5,703,505.61	\$ 782,992.51

**STATISTICS OF BRIDGE COMPANIES
EARNED SURPLUS ACCOUNT—CALENDAR YEAR 1943**

ITEMS	Gandy Bridge Company	Tampa- Clearwater Bridge Co.
Credit balane at beginning of year.....	\$ 477,467.15	\$ 69,401.69
Credit balance transferred from income.....	175,617.54	20,939.07
Total Credits.....	\$ 653,084.69	\$ 90,340.76
Dividend appropriations of surplus.....	\$ 75,000.00	\$ 6,250.00
Miscellaneous debits.....	5,190.26	.....
Credit balance carried to balance sheet.....	572,894.43	84,090.76
Total Debits.....	\$ 653,084.69	\$ 90,340.76

**STATISTICS OF BRIDGE COMPANIES
INCOME ACCOUNT—CALENDAR YEAR 1943**

NAME OF ACCOUNT	Gandy Bridge Company	Tampa- Clearwater Bridge Co.
Operating revenues—Tolls.....	\$ 531,810.45	\$ 119,870.90
Operating expenses.....	170,262.13	62,568.65
Net revenue from bridge operation.....	\$ 361,548.32	\$ 57,302.25
Bridge tax accruals.....	144,993.58	18,484.43
Bridge operating income.....	\$ 216,554.74	\$ 38,817.82
Other income.....	1,474.06	185.19
Total income.....	\$ 218,028.80	\$ 39,003.01
Miscellaneous deductions from income.....	916.88	870.50
Income available for fixed charges.....	\$ 217,111.92	\$ 38,132.51
Fixed charges.....	41,494.38	17,193.44
Balance of income transferred to Earned Surplus.....	\$ 175,617.54	\$ 20,939.07

Express Companies

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1943
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—
ENTIRE LINE AND STATE OF FLORIDA

NAME OF ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Land.....	\$ 5,371,454	\$ 203,654
Building and appurtenances on land owned.....	6,702,092	149,620
Building and appurtenances on land not owned.....	4,050,113	702,318
Improvements to building not owned.....	122,708	648
Cars.....	927,629	.....
Automobiles.....	23,043,528	338,999
Office furniture and equipment.....	1,597,169	63,039
Office safes.....	414,698	6,803
Trucks.....	2,980,515	113,943
Garage equipment.....	371,504	3,088
Line equipment.....	229,735	.....
Shop equipment.....	187,092	3,073
Miscellaneous equipment.....	9,213	.....
Minor equipment.....	2,585,763	.....
Total Real Property and Equipment.....	\$ 48,593,213	\$ 1,585,185
Depreciation Reserve—Buildings and Equipment.....	\$ * 28,900,017	\$ 725,486

* The above depreciation reserve includes \$54 carried on the books of Railway Express Agency of Virginia which is not included in the balance in balance sheet account.

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1943
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEM	RAILWAY EXPRESS AGENCY, INC.	
	Debit	Credit
Credit balance transferred from income.....	\$.....	\$ 66,216
Unrefundable overcharges.....	.....	1,203
Miscellaneous profit and loss credits.....	.....	36,680
Miscellaneous profit and loss debits.....	104,099	.....
Total.....	\$ 104,099	\$ 104,099

**STATISTICS OF EXPRESS COMPANIES—
GENERAL BALANCE SHEET—AT DECEMBER 31, 1943**

A S S E T S	Railway Express Agency Incorporated
Real property and equipment.....	\$ 48,593,213
Miscellaneous physical property.....	2,861,093
Investments in affiliated companies—Stock.....	28,500
Other investments—	
Stocks.....	300
Bonds.....	1,162,159
Notes.....	4,060
Cash.....	28,641,450
Special deposits.....	565,900
Loans and notes receivable.....	3,017
Traffic balances receivable.....	246,031
Net balances receivable from agents and messengers.....	18,033,284
Miscellaneous accounts receivable.....	10,624,601
Material and supplies.....	1,341,980
Interest dividends and rents receivable.....	4,342
Working fund advances.....	12,373
Other current assets.....	75,705
Rents and insurance premiums paid in advance.....	72,364
Taxes paid in advance.....	371,516
Discount on funded debt.....	52,789
Other unadjusted debits.....	867,879
Grand Total.....	\$ 113,562,565
L I A B I L I T I E S	
Capital stock.....	\$ 100,000
Funded debt unmatured.....	28,741,904
Traffic balances payable.....	15,860
Audited accounts and wages unpaid.....	17,743,785
Miscellaneous accounts payable.....	3,826,429
Matured interest dividends and rents unpaid.....	432
Miscellaneous advances payable.....	11,800
Unpaid money orders checks and drafts.....	4,571,023
Express privilege liabilities.....	18,011,158
Estimated tax liability.....	7,933,286
Unmatured interest, dividends, and rents payable.....	100,461
Other current liabilities.....	848,121
Operating and insurance reserves.....	1,401,320
Accrued depreciation—Buildings and equipment.....	28,899,963
Accrued depreciation—Miscellaneous physical property.....	502,429
Other unadjusted credits.....	844,594
Grand Total.....	\$ 113,562,565

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1943
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	Railway Express Agency Incorporated
Charges for transportation.....	\$ 350,215,287
Express privileges.....	146,042,137
Revenue from transportation.....	\$ 204,173,150
Revenue from operations other than transportation.....	3,372,122
Total operating revenues.....	\$ 207,545,227
Operating expenses.....	193,590,044
Net operating revenue.....	\$ 13,955,228
Uncollectible revenue from transportation.....	20,424
Express taxes.....	13,073,952
Operating income.....	\$ 860,834
OTHER INCOME	
Rent from real property and equipment used jointly.....	\$ 258
Net income from miscellaneous physical property.....	15,449
Separately operated properties.....	116,627
Dividend income.....	10
Income from funded securities.....	27,017
Income from unfunded securities and accounts.....	159
Miscellaneous income.....	273,468
Total other income.....	\$ 432,988
Gross income.....	\$ 1,293,822
DEDUCTIONS FROM GROSS INCOME	
Miscellaneous taxes.....	\$ 33,328
Interest on funded debt.....	1,170,349
Interest on unfunded debt.....	1,310
Amortization of discount on funded debt.....	22,435
Miscellaneous income debits.....	184
Total deductions from gross income.....	\$ 1,227,606
NET INCOME—Balance transferred to Profit and Loss.....	\$ 66,216

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1943
OPERATING REVENUES—
ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
TRANSPORTATION		
Express domestic.....	\$ 344,239,473	\$
Miscellaneous.....	5,975,814	.....
Total Transportation.....	\$ 350,215,287	\$ 6,806,980
Contract payments—Express privileges.....	146,042,137	3,049,315
Revenue from Transportation.....	\$ 204,173,150	\$ 3,757,665
OPERATIONS OTHER THAN TRANSPORTATION		
Customs brokerage fee.....	\$ 208,650	\$
Order and commission.....	4,051	.....
Rents of buildings and other property.....	82,285	.....
C. O. D. Checks.....	2,049,561	.....
Miscellaneous.....	1,027,575	.....
Total Other Than Transportation.....	\$ 3,372,122	\$ 104,322
Total Operating Revenues.....	\$ 207,545,272	\$ 3,861,987

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1943
OPERATING EXPENSES—
ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Maintenance.....	\$ 6,597,665	\$ 129,113
Traffic.....	830,000	16,243
Transportation.....	179,420,293	3,511,156
General.....	6,742,086	131,939
Total Operating Expenses.....	\$ 193,590,044	\$ 3,788,451
Ratio of operating expenses to revenue—Per cent.....	93.28	98.10

Sleeping Car Companies

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1943

GENERAL BALANCE SHEET—ENTIRE COMPANY—

AT DECEMBER 31, 1943

ASSETS	The Pullman Company
Investment in sleeping car property.....	\$ 264,833,980.51
Maintenance fund.....	5,700,000.00
Other investments—	
Stocks.....	2.00
Bonds including car contracts.....	10,310,848.00
Notes.....	37,255,000.00
Cash.....	17,063,889.09
Loans and bills receivable.....	1,305.27
Net balance receivable from receiving cashiers and ticket agents.....	3,228,963.10
Miscellaneous accounts receivable.....	13,591,674.13
Material and supplies.....	8,577,342.69
Interest and dividends receivable.....	230,933.85
Other current assets.....	5,161,023.81
Working fund advances.....	38,710.00
Insurance and other funds.....	654,851.68
Other deferred assets.....	1,600,442.27
Rents and insurance premiums paid in advance.....	6,432.04
Other unadjusted debits.....	1,764,708.52
Grand Total.....	\$ 370,020,106.96
LIABILITIES	
Capital stock.....	\$ 83,135,000.00
Wages payable.....	7,785,187.08
Miscellaneous accounts payable.....	5,401,429.55
Dividends matured unpaid.....	875.60
Other current liabilities.....	583,147.52
Liability for provident funds.....	2,039,750.96
Other deferred liabilities.....	29,649.19
Tax liability.....	22,616,007.39
Maintenance reserve.....	5,676,117.95
Insurance and casualty reserves.....	384,629.87
Operating reserves.....	20,000.00
Accrued depreciation—	
Equipment.....	189,052,286.85
Buildings appurtenances and grounds.....	5,967,395.48
Other unadjusted credits.....	25,305,335.18
Miscellaneous fund reserves.....	6,485,354.01
Appropriated surplus not specifically invested.....	5,862,298.52
Profit and loss.....	9,675,641.81
Grand Total.....	\$ 370,020,106.96

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1943
OPERATING REVENUES AND EXPENSES—
ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	THE PULLMAN COMPANY	
	Entire Company	State of Florida
OPERATING REVENUES		
Standard sleeping car berth revenue.....	\$ 102,019,279.67	\$ 2,767,093.64
Tourist sleeping car berth revenue.....	33,045,439.46	494,639.97
Other car berth revenue.....	398,446.01	8,008.15
Standard sleeping car seat revenue.....	2,907,582.42	116,651.77
Tourist sleeping car seat revenue.....	30,047.11	.....
Parlor car seat revenue.....	3,850,183.70	12.87
Composite car seat revenue.....	38,291.23	.....
Other car seat revenue.....	80.25	.....
Charter of—		
Standard sleeping cars—Per diem rates.....	56,106.95	75.31
Standard sleeping cars—Berth rates.....	27,295.87	.....
Tourist sleeping cars—Per diem rates.....	6,946.50	133.96
Tourist sleeping cars—Berth rates.....	251.90	.....
Private cars—Per diem rates.....	15,176.54	367.32
Other cars to other than carriers—Per diem rates.....	231.00	.....
Other cars—Berth or seat rates.....	198.30	.....
Other cars to carriers—Other rates.....	71,515.30	.....
Miscellaneous revenue.....	326,820.32	6,304.82
Car mileage revenue.....	† 4,622,712.74	113,131.72
Contract revenue—Debit.....	26,887,573.14	880,024.47
Total Revenues.....	\$ 120,529,032.13	\$ 2,626,405.06
OPERATING EXPENSES		
Maintenance.....	\$ 36,876,000.28	\$ 775,313.08
Conducting car operations.....	50,107,257.81	1,037,357.20
General expenses.....	5,783,053.78	118,947.29
Total Operating Expenses.....	\$ 92,766,311.87	\$ 1,931,617.57
Ratio of Operating Expenses to Revenue—Per cent.	76.97	73.5
Taxes—Sleeping Car Tax Accruals only.....	\$ 22,629,197.09	\$ 63,983.81

* Includes \$2 260.00 for air conditioning.

† Includes \$4 248 386.68 for air conditioning payments by railroads for their proportion of expenses and amortization of installation costs.

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1943
OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY

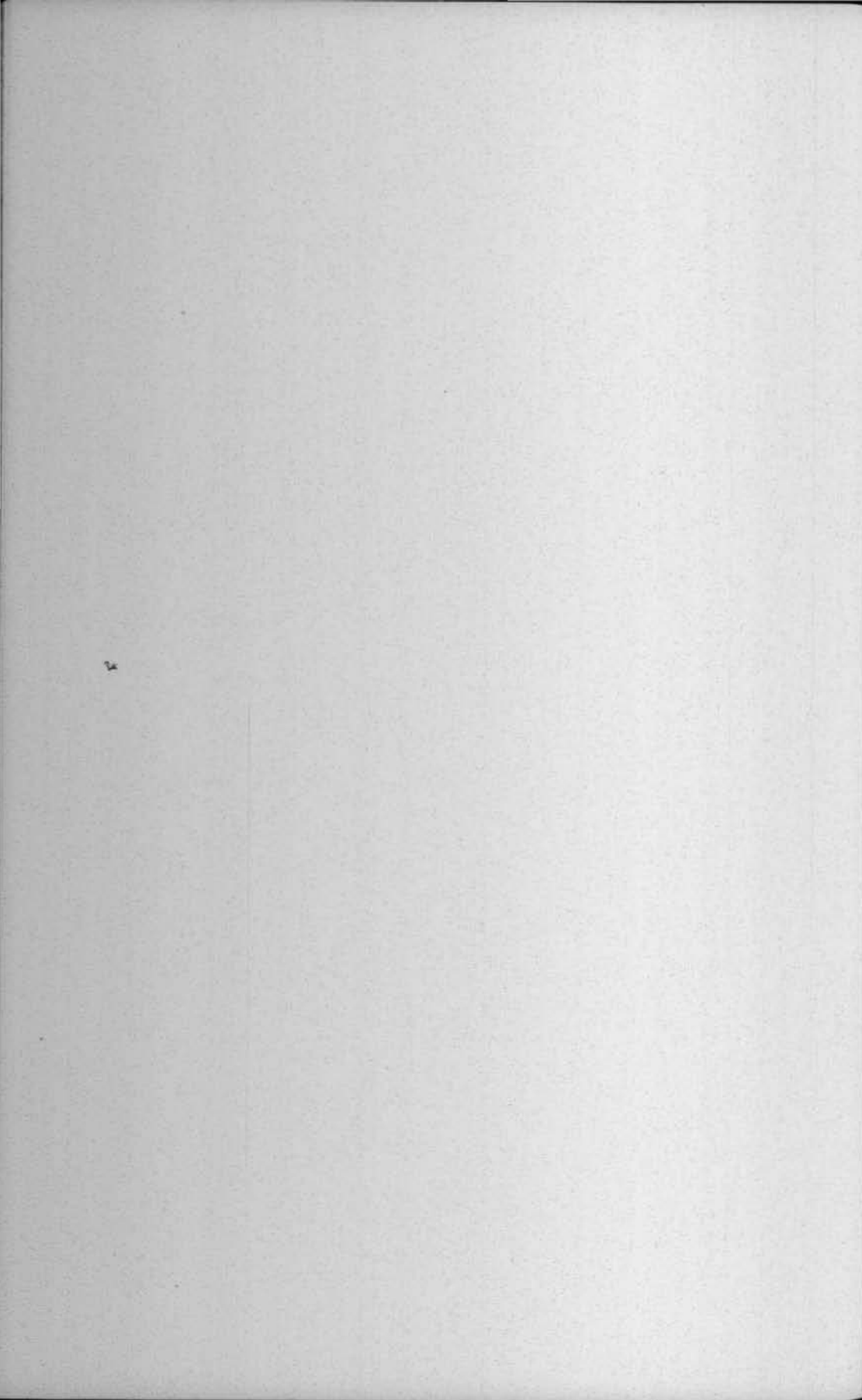
KIND OF CAR	NUMBER OF PASSENGERS			Number of Non revenue Passengers	Car Miles	Car Days	Average Revenue per Passenger	
	Berths	Seats	Total				Berth	Seat
CONTRACT OPERATIONS								
Standard sleeping cars.....	19,973,504	2,539,679	22,513,183	398,259	833,606,772	1,765,052	\$ 5.11	\$ 1.14
Tourist sleeping cars.....	6,502,514	26,980	6,529,494	65,652	350,019,689	711,362	5.08	1.11
Parlor cars.....		3,463,911	3,463,911	28,266	31,122,095	97,249		1.11
Composite cars.....		39,342	39,342	148	2,304,123	4,648		.97
Miscellaneous cars.....	b		8		82,609	279	221.37	
Troop sleepers leased.....	85,905	56	85,961	37	5,541,164	11,564	4.62	1.43
Total—Contract Operations.....	26,561,931	6,069,968	32,631,899	492,362	1,222,676,452	2,590,154	\$ 5.10	\$ 1.12

OF THE RAILROAD COMMISSION

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1943
OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY

STATISTICS	Total	STATISTICS	Dollars	Cents	Mills
Average number of car-miles per car-day	472.05	Sleeping car operations—Revenues	\$120,529,032	13	.....
Average number of car-miles per mile of trackage operated over	11,598.70	Revenues per car-mile		09	858
		Revenues per car-day		46	53
Average Capacity per Car (Passenger):		Sleeping car operations—Expenses	9,766,311	87	.....
Standard sleeping cars—Berths	24.29	Expenses per car-mile		07	587
Tourist sleeping cars—Berths	27.80	Expenses per car-day		35	81
Parlor cars—Seats	33.65	Net Revenue	27,762,720	26	.....
Composite cars—Seats	29.18	Net revenue per car-mile		02	271
Troop sleepers (Leased)—Berths	30.00	Net revenue per car-day		10	72
Average cost per car—New type lightweight cars	\$ 83,467.56	Passenger miles	25,891,465,679		.....
Average Weight per Car Equipped for Service—Pounds:		Revenue per passenger-mile			550
Steel cars	168,315.00				
Other than steel cars	171,200.00				
New-type lightweight cars	124,500.00				
Troop sleepers (Leased)	76,000.00				

Electric Railway



STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1943
GENERAL BALANCE SHEET AT DECEMBER 31, 1943

ASSETS	City of St. Petersburg		Tampa Electric Company	
Road and equipment.....	\$	1,498,885.30	\$	3,286,522.68
Miscellaneous physical property.....				17,847,796.10
Other Investments—				
Stocks.....				2.00
Bonds.....				75,000.00
Miscellaneous.....				1.00
Cash.....		430.00		363,288.55
Special deposits.....				34,465.25
Loans and notes receivable.....				3,000.00
Miscellaneous accounts receivable.....		389,787.89		1,234,465.85
Material and supplies.....		31,963.93		404,725.18
Interest dividends and rents receivable.....				191.07
Other current assets.....				11,500.00
Rents and insurance premiums paid in advance.....				32,933.02
Other unadjusted debits.....				5,713.16
Grand Total.....	\$	1,921,067.12	\$	23,299,603.86
LIABILITIES				
Capital stock.....	\$		\$	11,971,493.20
Funded debt unmatured.....				1,000,000.00
Audited accounts and wages payable.....				122,425.96
Accounts payable—Rate settlement.....				32,729.18
Accrued interest, dividends, and rents payable.....				18,885.28
Other deferred liabilities.....				309,236.03
Tax liability.....				1,012,439.37
Insurance and casualty reserves.....				29,991.15
Reserve for uncollectible accounts.....				140,655.23
Accrued Depreciation				
Road and equipment.....		1,072,136.43		
Road and equipment and miscellaneous physical property—Undivided.....				6,081,289.13
Other unadjusted credits.....				111,398.19
Profit and loss—Credit balance.....		848,930.69		2,469,061.14
Grand Total.....	\$	1,921,067.12	\$	23,299,603.86

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1943
INCOME ACCOUNT—ENTIRE COMPANY

ITEM	City of St. Petersburg	Tampa Electric Company
Railway operating revenues.....	\$ 540,924.62	\$ 1,108,030.76
Railway operating expenses.....	289,238.25	834,594.51
Net revenue—Railway operations.....	\$ 251,686.37	\$ 273,436.25
Auxiliary operations—Revenues.....	\$ 108,996.55	\$
Auxiliary operations—Expenses.....	101,385.56	.....
Net revenue—Auxiliary operations.....	\$ 7,610.99	\$
Net operating revenue.....	\$ 259,297.36	\$ 273,436.25
Taxes assignable to railway operations.....	.....	147,702.19
Operating income.....	\$ 259,297.36	\$ 125,734.06
NON-OPERATING INCOME		
Miscellaneous rent income.....	\$	\$ 808.00
Net income from miscellaneous physical property.....	.....	1,079,646.55
Income from unfunded securities and accounts.....	.....	2,753.72
Miscellaneous income.....	.....	1,178.41
Total non-operating income.....	\$	\$ 1,084,386.68
Gross income.....	\$ 259,297.36	\$ 1,210,120.74
DEDUCTIONS FROM GROSS INCOME		
Interest on funded debt.....	\$	\$ 10,694.40
Interest on unfunded debt.....	.....	10,599.82
Total deductions from gross income.....	\$	\$ 21,294.22
Income Balance transferred to Profit and Loss.....	\$ 259,297.36	\$ 1,188,826.52

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1943
PROFIT AND LOSS STATEMENT—ENTIRE COMPANY

ITEM	City of St. Petersburg	Tampa Electric Company
Credit balance at beginning of year.....	\$ 589,633.33	\$ 2,233,993.93
Credit balance transferred from income account.....	259,297.36	1,188,826.52
Miscellaneous credits.....		106,109.46
Total credits.....	\$ 848,930.69	\$ 3,528,929.91
Dividend appropriations of surplus.....	\$	\$ 1,008,920.00
Miscellaneous debits.....		50,948.77
Credit balance carried to balance sheet.....	\$ 848,930.69	2,469,061.14
Total Debits.....	\$ 848,930.69	\$ 3,538,929.91

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1943
RAILROAD OPERATING REVENUES AND EXPENSES

ITEM	City of St. Petersburg	Tampa Electric Company
RAILWAY OPERATING REVENUES		
REVENUE FROM TRANSPORTATION—		
Passenger revenue.....	\$ 536,140.21	\$ 1,102,354.95
Parlor, sleeping, dining and special car revenue.....		55.25
Total Revenue from Transportation.....	\$ 536,140.21	\$ 1,102,410.20
REVENUE FROM OTHER RAILWAY OPERATIONS—		
Station and car privileges.....	\$ 1,469.91	\$ 4,699.29
Rent of buildings and other property.....		791.22
Miscellaneous.....	3,314.50	130.05
Total revenue from other railway operations.....	\$ 4,784.41	\$ 5,620.56
Total Operating Revenues.....	\$ 540,924.62	\$ 1,108,030.76
RAILWAY OPERATING EXPENSES		
Way and structures.....	\$ 54,266.86	\$ 142,069.41
Equipment.....	41,199.41	92,283.29
Power.....	47,186.29	76,979.87
Conducting transportation.....	133,542.75	399,923.92
Traffic.....	1,042.86	2,826.67
General and miscellaneous.....	12,000.08	120,511.35
Total Operating Expenses.....	\$ 289,238.25	\$ 834,594.51
Ratio of operating expenses to operating revenue—Per cent.....	53.47	75.32

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1943
ROAD OPERATED AT CLOSE OF YEAR

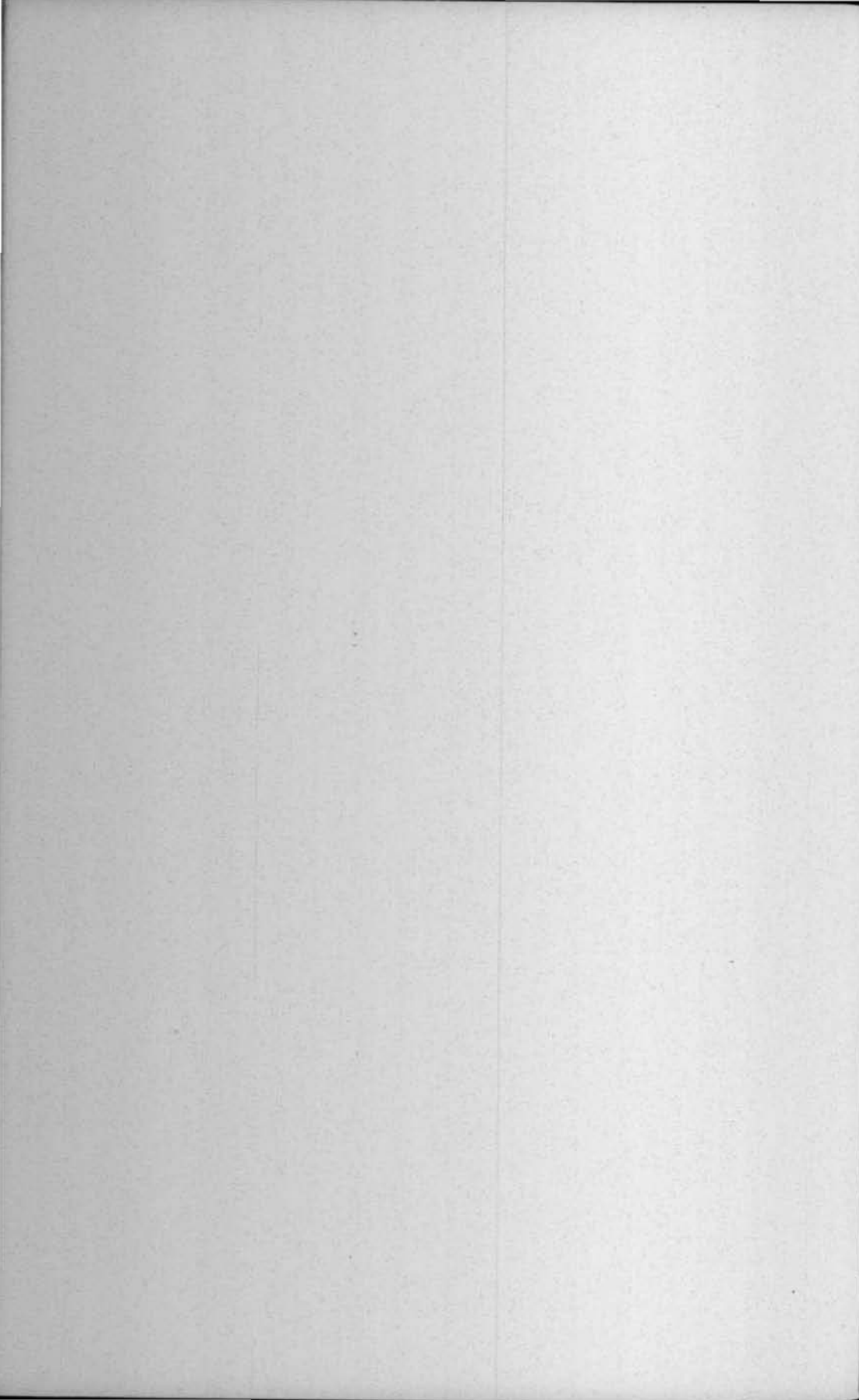
NAME OF COMPANY	Miles of Road	Miles of Second Main Track	Miles of Sidings and Turnouts	Miles of Track in Carhouses, Shops, etc.	Total
City of St. Petersburg	23.27	* 1.91	1.94	2.08	29.20
Tampa Electric Company	44.34	2.94	5.01	0.96	53.25

* Includes 0.38 miles of all other main tracks.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1943
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

ITEM	CITY OF ST. PETERSBURG		TAMPA ELECTRIC COMPANY
	Rail-line Operations	Motorbus Operations	Rail-line Operations
Passenger car mileage.....	1,326,428	746,107	3,337,431
Passenger car-hours.....	149,687	66,098	394,669
Regular fare passengers carried.....	6,989,392	1,661,572	22,317,075
Free transfer passengers carried.....			4,509,755
Total passengers carried.....	6,989,392	1,661,572	26,826,830
Employees and others carried free.....	15,000	1,500	133,640
Passenger revenue.....	\$ 536,140.21	\$ 108,996.55	\$ 1,102,354.95
Average fare, revenue passengers.....	\$.07670	\$.06559	\$.04940
Average fare, all passengers (including transfer passengers).....	\$.07670	\$.06559	\$.04109
Total revenue from transportation.....	\$ 536,140.21	\$ 108,996.55	\$ 1,102,410.20
Revenue from transportation per car-mile.....	\$.40419	\$.14608	\$.33032
Revenue from transportation per car-hour.....	\$ 3,58174	\$ 1,64901	\$ 2,79326
Total revenue from other railway operations.....	\$ 4,784.41	\$.	\$ 5,620.56
Revenue from other railway operations per car-mile.....	\$.00360	\$.	\$.00168
Revenue from other railway operations per car-hour.....	\$.03196	\$.	\$.01424
Total operating revenues.....	\$ 540,924.62	\$ 108,996.55	\$ 1,108,030.76
Operating revenues per car-mile.....	\$.40780	\$.14608	\$.33200
Operating revenues per car-hour.....	\$ 3,61370	\$ 1,64901	\$ 2,80749
Total operating expenses.....	\$ 289,238.25	\$ 101,385.56	\$ 834,594.51
Operating expenses per car-mile.....	\$.21805	\$.13588	\$.25007
Operating expenses per car-hour.....	\$ 1.93228	\$ 1.53386	\$ 2.11467

Boat Line Operations



STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1943

GENERAL BALANCE SHEET AT DECEMBER 31, 1943

ASSETS	Kinzie Brothers Steamer Line	St. Johns River Line Company
Cash.....	\$ 4,310	\$ 40,943.39
Imprest funds.....		2,646.94
Notes receivable.....	1,890	
Accounts receivable.....	4,403	111,528.67
Claims receivable.....		147.65
Material and supplies.....	359	25,780.29
Other investments.....	27,471	32,031.25
Floating equipment—Vessels.....	17,683	96,120.57
Other floating equipment.....		500.00
Terminal property and equipment.....	13,808	109,605.25
Depreciation reserve—Transportation property.....	8,582	028,117.91
Land and land rights.....		12,259.76
Non-carrier physical property.....	51,407	
Depreciation reserve—Non-carrier physical property.....	19,883	
Prepayments.....		4,362.59
Other deferred debits.....		20,496.80
Total Assets.....	\$ 92,866	\$ 328,305.25
LIABILITIES		
Notes payable.....	\$	\$ 64,785.14
Accounts payable.....	6,231	71,452.27
Accrued interest.....		1,281.66
Accrued taxes.....	149	9,553.39
Other current liabilities.....	252	
Funded debt.....		49,673.77
Capital Stock.....		34,488.00
Premiums and assessments on capital stock.....		84,879.08
Proprietorial capital.....	20,071	
Earned surplus—Unappropriated.....	66,163	12,191.94
Total Liabilities.....	\$ 92,866	\$ 328,305.25

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1943
EARNED SURPLUS UNAPPROPRIATED—ENTIRE COMPANY

I T E M	Kinzie Brothers Steamer Line	St. Johns River Line Company
Earned surplus at beginning of year.....	\$ 111,076	\$.....
Net income balance.....		29,356.85
Credits for transportation property retired.....		650.00
Miscellaneous credits.....		7,500.00
Total Credits.....	\$ 111,076	\$ 37,506.85
Earned surplus at beginning of year—Deficit.....	\$.....	\$ 25,314.91
Net income balance—Deficit.....	3,563	
Miscellaneous debits.....	1,350	
Dividend appropriations of earned surplus.....	40,000	
Earned surplus at close of year.....	66,163	12,191.94
Total Debits.....	\$ 111,076	\$ 37,506.85

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1943
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	Kinzie Brothers Steamer Line	St. Johns River Line Company
Freight revenue.....	\$ 4,047	\$ 302,890.37
Passenger revenue.....	4,608	.....
Revenue from terminal operations—Miscellaneous.....	.....	6,413.51
Motor-carrier revenue.....	.....	198,185.94
Total water-line operating revenue.....	\$ 8,655	\$ 507,489.82
WATER-LINE OPERATING EXPENSES		
Maintenance expenses.....	\$ 2,521	\$ 19,843.14
Depreciation and amortization.....	1,000	16,117.41
Transportation expenses.....	3,266	111,637.03
Traffic expenses.....	237	11,144.12
General expenses.....	2,061	16,393.07
Insurance.....	.....	17,142.83
Operating rents.....	.....	68,292.77
Operating taxes.....	294	3,657.94
Motor-carrier expenses.....	.....	196,726.72
Total water-line operating expenses.....	\$ 9,379	\$ 460,955.03
Net revenue from water-line operations.....	\$ * 724	\$ 46,534.79
Water-line tax accruals.....	503	3,059.56
Net revenue less taxes from water-line operations.....	\$ * 1,227	\$ 43,475.23
OTHER INCOME		
Income from non-carrier physical property.....	\$ 18,347	\$ 375.00
Interest income.....	.....	.....
Total other income.....	\$ 18,347	\$ 375.00
Total income.....	\$ 17,120	\$ 43,850.23
MISCELLANEOUS DEDUCTIONS FROM INCOME		
Expenses of non-carrier physical property.....	\$ 19,706	\$ 5,749.05
Miscellaneous income charges.....	977	.....
Delayed income debits.....	.....	2,827.41
Total income deductions.....	\$ 20,683	\$ 8,576.46
Net income before fixed charges.....	\$ * 3,563	\$ 35,273.77
Fixed charges.....	.....	5,916.92
Net income transferred to earned surplus.....	\$ * 3,563	\$ 29,356.85

* Indicates debit item or deficit.

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1943
WATER TRANSPORTATION COMPANIES OPERATING WITHIN THE STATE OF FLORIDA

NAME OF COMPANY AND BUSINESS ADDRESS	TERRITORY IN GENERAL
Kinzie Brothers Steamer Line, P.O. Box 189, Fort Myers, Florida.....	Operates three round trips daily between Punta Rassa, Florida and Sanibel, Florida.
St. Johns River Line Company, 10 South Newnan Street, Jacksonville, Florida.....	Operates five trips monthly between Jacksonville, Florida and Wilmington, N.C. Operates ten trips monthly between Jacksonville, Florida and Charleston, S.C. Operates two trips monthly between Jacksonville, Florida and Savannah, Georgia.

**Telegraph-Cable
Companies**

STATISTICS OF TELEGRAPH-CABLE COMPANIES—

CALENDAR YEAR 1943

GENERAL BALANCE SHEET AT DECEMBER 31, 1943

ASSETS	Western Union Telegraph Company	† Postal Telegraph-Cable Company
Total communication plant.....	\$ 231,220,530.45	\$ 7,031,257.64
Total investments and funds.....	11,241,543.84	9,819,473.83
Total current assets.....	72,239,516.94	4,354,983.76
Prepayments.....	297,097.97	73,482.67
Deferred charges.....	321,065.81	17,904.59
Total—Asset Side.....	\$ 315,319,755.01	\$ 21,297,102.49
LIABILITIES		
Long-term debt.....	\$ 90,190,934.24	\$.....
Current liabilities.....	47,318,663.54	16,418,606.04
Total provision for future settlements.....	12,187,151.29	1,047,656.04
Deferred credits.....	3,072,670.69	.....
Total capital stock.....	104,835,695.66	50,000.00
Total capital surplus.....	1,163,350.00	14,946,201.79
Miscellaneous reserves.....	1,060,177.79	.....
Earned surplus—Unappropriated.....	55,491,111.80	* 11,165,361.38
Total—Liability Side.....	\$ 315,319,755.01	\$ 21,297,102.49

* Indicates debit item or deficit.

† Balance sheet as at October 7 1943.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—

CALENDAR YEAR 1943

EARNED SURPLUS ACCOUNT—ENTIRE COMPANY

ITEMS	Western Union Telegraph Company	Postal Telegraph-Cable Company
Unappropriated earned surplus at beginning of year.....	\$ 77,755,394.62	Not available
Balance transferred from income accounts.....	7,235,008.55	.....
Miscellaneous credits to earned surplus.....	150.63	.....
Total Credits.....	\$ 84,990,553.80	Not available
Miscellaneous charges to earned surplus.....	\$ 9,909,362.00	Not available
Miscellaneous appropriations of earned surplus.....	17,500,000.00	.....
Dividend appropriations of earned surplus.....	2,090,080.00	.....
Credit balance unappropriated earned surplus close of year.....	55,491,111.80	.....
Total Debits.....	\$ 84,990,553.80	Not available

STATISTICS OF TELEGRAPH-CABLE COMPANIES—
CALENDAR YEAR 1943
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	Western Union Telegraph Company	Postal Telegraph-Cable Company
Telegraph and cable operating revenues.....	\$ 160,861,013.20	\$ 3,825,267.39
OPERATING REVENUE DEDUCTIONS		
Operating expenses.....	\$ 124,270,650.16	\$ 4,188,758.13
Depreciation.....	11,405,168.13	367,877.12
Amortization—Intangible operated plant.....	8,155.09	389.36
Social Security taxes—Operating.....	2,641,695.19	79,618.48
Other taxes—Operating.....	3,851,791.00	99,889.19
Uncollectible revenues.....	515,955.00	9,720.33
Total operating revenue deductions.....	\$ 142,693,414.57	\$ 4,746,252.61
Net operating revenues.....	\$ 18,167,598.63	\$ * 920,985.22
ORDINARY INCOME—NON-COMMUNICATION		
Income from miscellaneous physical property.....	\$ * 69.67	\$
Dividend income.....	497,820.30	.....
Interest income.....	206,285.35	949.22
Income from debt—Redemption and other funds.....	201,471.43	.....
Loss on foreign currency exchange.....	209,594.16	1,630.86
Other non-communication income.....	75,450.94	.....
Total ordinary income—non-communication.....	\$ 771,364.19	\$ * 681.64
Gross ordinary income.....	\$ 18,938,962.82	\$ * 921,666.86
DEDUCTIONS FROM ORDINARY INCOME		
Rent for lease of operated plant.....	\$ 1,755,927.67	\$
Interest on long-term debt.....	3,903,386.25	67,086.78
Interest on indebtedness to affiliates.....	.....	11,511.00
Interest charged to construction—Credit.....	58,275.71	222.04
Interest on past-due tax assessments.....	.....	1.03
Other interest charges.....	127,571.00	70.86
Other deductions from ordinary income.....	406,729.06	.....
Total deductions from ordinary income.....	\$ 6,135,338.27	\$ 78,447.63
Net ordinary income.....	\$ 12,803,624.55	\$ * 1,000,114.49
EXTRAORDINARY INCOME		
Extraordinary current income credits.....	\$ 384.00	\$
Extraordinary current income charges.....	629,000.00	38,262.12
Delayed income credits.....	.....	9,945.60
Delayed income charges.....	.....	149,591.72
Total extraordinary income—Debit.....	\$ 628,616.00	\$ 177,908.24
Net income accounted for during year.....	\$ 12,175,008.55	\$ * 1,178,022.73
Income taxes.....	4,940,000.00	.....
Income balance transferred to earned surplus.....	\$ 7,235,008.55	\$ * 1,178,022.73

* Indicates debit item or deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1943
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA

ITEMS	WESTERN UNION TELEGRAPH COMPANY			
	ENTIRE COMPANY	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUE				
Wire-telegraph transmission revenue.....	\$135,594,765.56	\$ 913,175,027	\$ 3,280,556.65	\$ 4,193,731.92
Ocean-cable transmission revenue.....	11,507,877.19			
Terminal commission revenue.....	182,175.94			
Wire-telegraph non-transmission revenue.....	13,149,762.99	100,673.24	141,605.98	242,279.22
Ocean-cable Non-transmission revenue.....	426,431.52			
Total operating revenue.....	\$160,861,013.20	\$ 1,013,848.51	\$ 3,422,162.63	\$ 4,436,011.14
OPERATING ESPENSES				
Maintenance expenses.....	\$17,086,823.53	\$.....	\$.....	\$ 317,408.41
Conducting operations expenses.....	103,050,316.95			2,725,434.63
General expenses.....	2,875,955.60			79,455.87
Administrative expenses.....	1,257,554.08			35,841.96
Total operating expenses.....	\$124,270,650.16	\$.....	\$.....	\$ 3,158,140.87
Ratio of operating expenses to revenue—Per cent.....	77.25			71.19

Note—Revenues represent collections in the State for both intrastate and interstate business.

Expenses represent only those definitely determined, i.e., expenses at offices within the State together with an allocation of a portion of certain expenses to the State, on a basis of what appears to be a logical formulae.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1943
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA

I T E M S	POSTAL TELEGRAPH-CABLE COMPANY			
	ENTIRE COMPANY	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUE				
Wire-telegraph transmission revenue.....	\$ 3,689,225.58	\$ 124,086.70	\$ 460,006.44	\$ 584,093.14
Terminal commissions.....	5,901.29		521.21	521.21
Wire-telegraph non-transmission revenue.....	130,140.52	12,236.12	24,935.19	37,171.31
Total operating revenue.....	\$ 3,825,267.39	\$ 136,322.82	\$ 485,462.84	\$ 621,785.66
OPERATING EXPENSES				
Maintenance expenses.....	\$ 482,020.56	\$	\$	\$ 76,560.98
Conducting operations expenses.....	3,555,186.35			569,823.05
General expenses.....	98,109.11			16,320.00
Administrative expenses.....	53,442.11			8,607.83
Total operating expenses.....	\$ 4,188,758.13	\$	\$	\$ 671,311.86
Ratio of operating expenses to revenue—Per cent.....	109.50			107.97

Note—Revenues are actual in accordance with agreement between this company and associated companies.

System expenses, with the exception of taxes and traffic damages which represent the actual expense of each company are apportioned to the respective companies on the basis of each company's ratio of gross revenue to system gross revenue.

**Telephone
Companies**

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
Callahan Telephone & Telegraph Co.	Callahan, Fla.	Callahan	50	36	2			88
		Hilliard	16	12				28
Cottondale Telephone Co.	Cottondale, Fla.	Cottondale	46					46
Florida Telephone Corporation	Leesburg, Fla.	Alachua	67	1	5	2		75
		Apopka	147	37	45			229
		Bushnell	54	24	7			85
		Clermont	133	17	19		2	171
		Crescent City	121	15	12			148
		Crystal River	29	16	3			48
		Dade City	256	92	27			375
		Eustis	388	46	42		15	491
		Groveland	33	1	5			39
		Hastings	78	64	19			161
		High Springs	201	3	9	1		214
		Inverness	103		4			107
		Jasper	123		6			129
		Kissimmee	283	11	30	4		328
		Lake Butler	43	5	2	6		56
		Leesburg	723	199	103		27	1,052
		Live Oak	417	16	40		29	502
		Mayo	48					48
		Mount Dora	221	59	35	4	90	409
		Ocala	1,401	325	246	5	291	2,268
		St. Cloud	70		3	4		77
		Tavares	131	12	30			173
		Umatilla	79	8	14			101
		White Springs	26		1	6		33
		Wildwood	58	16	4	4		82
		Williston	115	11	5			131
		Winter Garden	286	107	57		8	458
Gulf Telephone Company	Perry, Fla.	Perry	299	27	31		60	417
Inter Country Telephone & Telegraph Co.	Ft. Myers, Fla.	Arcadia	545	55	74		233	907
		Avon Park	337	52	42		225	656
		Boca Grande	80		32		413	525
		Bowling Green	12	2	1			15
		Clewiston	205		25		192	422
		Everglades	53		24			77

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
		Fort Meade.....	150	15	8	3		176
		Ft. Myers.....	1,433		247		443	2,123
		Ft. Myers Beach.....	52		4			56
		LaBelle.....	43		4			47
		Lake Placid.....	33		7		34	74
		Moore Haven.....	30	5				35
		Naples.....	72		19		104	195
		Okeechobee.....	118	3	7		50	178
		Punta Gorda.....	261	19	17		117	414
		Sebring.....	474		56	2	441	973
		Wauchulla.....	272		23			295
Maccleenny Telephone Co.....	Maccleenny, Fla.....	Maccleenny.....	41	2	1			44
McIntosh Telephone Co.....	McIntosh, Fla.....	McIntosh.....	106					106
Milton Telephone Exchange.....	Milton, Fla.....	Milton.....	161	56	4	11		232
Molino Telephone Co.....	Molino, Fla.....	Molino.....	13					13
Orange City Telephone Co.....	Orange City, Fla.....	Orange City.....	46	7	1			54
Peninsular Telephone Co.....	Tampa, Fla.....	Auburndale.....	188		28		24	240
		Bartow.....	941		227		135	1,303
		Bradenton.....	2,527		344		439	3,300
		Clearwater.....	2,907		446		953	4,306
		Frost Proof.....	230		33		18	281
		Gulf Beaches.....	553	1	59		154	767
		Haines City.....	461		102		1	564
		Lakeland.....	4,256		603		700	5,559
		Lake Wales.....	904		260		211	1,375
		Largo.....	320		25			345
		Mulberry.....	167		17			184
		New Port Richey..	157		8			165
		Plant City.....	1,140	3	90		87	1,320
		St. Petersburg.....	12,556		1,509		3,578	17,643
		Sarasota.....	2,822		490		706	4,018
		Tampa.....	21,944	13	4,499		4,984	31,440
		Tarpon Springs....	496		42			538
		Venice.....	325		36		197	558
		Winter Haven.....	1,815		406		142	2,363
Quincy Telephone Co.....	Quincy, Fla.....	Quincy.....	626	110	105		10	851
St. Joseph Telephone & Telegraph Co.	Port St. Joe, Fla.....	Aplachicola.....	49		8		43	20

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
St. Joseph Telephone & Telegraph Co...	Port St. Joe, Fla.....	Apalachicola.....	149		8		43	200
		Blountstown.....	114		4			118
		Carrabelle.....	9		1		339	349
		Chattahoochee.....	121		4			125
		Port St. Joe.....	203		16		8	227
Sneads Telephone Exchange.....	Sneads, Fla.....	Sneads.....	24	8				32
Southeastern Telephone Co.....	Tallahassee, Fla.....	Bonifay.....	106	2	1			109
		Crestview.....	146	6	10			162
		DeFuniak Springs..	327	33	33			393
		Ft. Walton.....	35	13	1			49
		Greenville.....	18	2	2			22
		Madison.....	200	8	11	7		216
		Monticello.....	211	38	12	5		266
		Tallahassee.....	3,705	131	519		946	5,301
		Valpariso.....	143	5	7			155
		Archer.....	64	30	4			98
		Baldwin.....	29		3			32
		Belle Glade.....	306	6	77		15	404
		Boca Raton.....	128		14		643	785
		Boynton.....	71		13			84
Southern Bell Telephone & Telegraph Co.	Hurt Building, Atlanta, Ga.....	Brooksville.....	263	9	17	10	42	341
		Bunnell.....	54	7	4			65
		Camp Blanding.....	18		4		1,038	1,060
		Cedar Keys.....	24		1			25
		Chipley.....	296	3	33			332
		Cocoa.....	535	35	77		338	985
		Cross City.....	113	4	12		60	189
		Daytona Beach....	3,778	7	552	5	1,671	6,013
		DeLand.....	1,084	30	187	1	480	1,782
		Delray Beach.....	677		110		257	1,044
		Dunnellon.....	88	7	5			100
		Eau Gallie.....	98		4		66	168
		Eglin Field.....					886	886
		Fernandina.....	496		35		52	583
		Ft. Lauderdale....	3,688	7	528		1,087	5,310
		Ft. Pierce.....	1,045	34	175		88	1,342

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
		Gainesville.....	2,721	13	359	3	700	3,796
		Geneva.....	32		3			35
		Golden Beach.....	174	44	32			250
		Graceville.....	104	19	9			132
		Green Cove Springs.....	164	26	15		96	301
		Havana.....	120	16	9			145
		Hawthorne.....	37	1	4			42
		Hobe Sound.....	104		72		524	700
		Hollywood.....	1,225	27	146		654	2,052
		Homestead.....	481	125	67		308	981
		Jacksonville.....	31,905	236	4,641	11	8,310	45,103
		Jacksonville Beach.....	986		65		37	1,088
		Keystone.....					54	54
		Key West.....	1,341		158		1,134	2,633
		Lake City.....	759	21	49	29	276	1,134
		Lake Park.....	40		7			47
		Lake Worth.....	847	5	73		229	1,154
		Lynn Haven.....	56		4			60
		Mandarin.....	84	16	9			109
		Marianna Air Base.....					341	341
		Mayport Section.....						
		Base.....					77	77
		Melbourne.....	394	20	28		301	743
		Miami.....	48,165		7,143		19,885	75,193
		Micanopy.....	22	16	3			41
		New Smyrna.....	495	22	45	1	56	619
		Orange Park.....	72	22	5			99
		Orlando.....	8,276	69	1,365	57	3,480	13,247
		Oviedo.....	86	3	7			96
		Pahokee.....	303		54			357
		Palatka.....	740	72	98		125	1,035
		Panama City.....	1,927	10	262		521	2,720
		Pensacola.....	6,960	165	791		811	8,727
		Perrine.....	66	5	17		240	328
		Peirson.....	75	13	3			91
		Pomona.....	29	21	2			52

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
		Pompano.....	272		25		184	481
		Ponte Verde.....	96	4	19		158	277
		St. Augustine.....	2,110	13	311	15	257	2,706
		Sanford.....	1,465	31	186		307	1,989
		Sebastin.....	30	42	5			77
		Stuart.....	311	26	41		85	463
		Titusville.....	155		20			175
		Trenton.....	70	9	2			81
		Vero Beach.....	560	20	62		167	809
		West Palm Beach...	6,760	14	1,900		4,101	12,775
		Whiting Field.....					155	155
Starke Telephone Co.....	Starke, Fla.....	Starke.....	174		11	3		188
West Florida Telephone & Telegraph Co.	Marianna, Fla.....	Marianna.....	577	32	30		80	719
Winter Park Telephone Co.....	Winter Park, Fla.....	Winter Park.....	1,286	7	243		241	1,777
		Total.....	206,939	3,113	31,605	199	67,066	308,922

STATISTICS OF TELEPHONE COMPANIES—CALENDER YEAR 1943
GENERAL BALANCE SHEET—CLASS "A", AND "B" COMPANIES AT DECEMBER 31, 1943

NAME OF COMPANY	ASSETS							
	Telephone Plant	Investments in Affiliated Companies	Other Investments	Miscellaneous Physical Property	Sinking Funds	Current Assets	Deferred Charges	Total
Florida Telephone Corporation.....	\$ 1,271,098.82	\$	\$ 400,000.00	\$	\$	\$ 150,328.13	\$ 59,369.07	\$ 1,880,796.02
Gulf Telephone Company.....	52,317.30	.....	.....	.....	.....	734.95	.....	53,052.25
Inter-County Telephone & Telegraph Co.	2,192,303.52	.....	.....	.....	.....	234,940.02	26,893.19	2,454,136.73
Milton Telephone Exchange.....	43,876.59	.....	720.00	.....	.....	8,576.59	15.00	53,188.18
Peninsular Telephone Company.....	13,573,793.89	.....	85,443.64	24,967.73	1,016.25	2,608,024.32	336,116.79	166,293,362.62
Quincy Telephone Company, Inc.....	120,676.77	.....	10,359.74	.....	.....	15,917.46	.....	146,953.97
St. Joseph Telephone & Telegraph Co.	326,794.88	.....	.....	13,438.48	.....	118,615.46	837.99	459,686.81
Southeastern Telephone Company.....	1,718,748.15	.....	450.00	.....	.....	182,117.60	15,680.21	1,916,995.96
Southern Bell Telephone & Telegraph Co.	371,109,484.93	.....	2,254,485.17	509,430.91	.....	30,964,358.71	5,688,558.12	410,526,317.84
Lessee West Florida Telephone & Telegraph Company.....	.....	.....	41,905.49	.....	.....	26,003.26	.....	67,908.75
Winter Park Telephone Company.....	292,837.27	13,500.00	.....	.....	3,500.00	22,069.12	7,389.35	\$ 339,295.84
Total.....	\$390,701,932.22	\$ 13,500.00	\$2,793,364.04	\$ 547,837.12	\$ 4,516.25	\$34,331,685.62	\$6,134,859.72	\$434,527,694.97

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
GENERAL BALANCE SHEET—CLASS "A" AND "B" COMPANIES AT DECEMBER 31, 1943

NAME OF COMPANY	LIABILITIES								
	Stock	Long-Term Debt	Current Liabilities	Accrued Liabilities Not Due	Deferred Credits and Reserves	Contributions of Telephone Plant	Surplus Reserved	Unap-propriated Surplus	Total
Florida Telephone Corp...	\$ 443,800.00	\$ 820,550.00	\$ 72,278.33	\$ 175,881.71	\$ 180,172.67	\$	\$	\$ 188,113.31	\$ 1,880,796.02
Gulf Telephone Co.....	10,000.00	.....	7,640.63	.....	32,270.00	.....	.....	3,141.62	53,052.25
Inter-County Telephone & Telegraph Co.....	825,000.00	750,000.00	71,912.06	70,437.50	619,961.00	61,619.35	.....	55,206.82	2,454,136.73
Milton Telephone Exchange.....	13,682.00	.....	2,563.35	749.34	25,859.58	.....	.....	10,333.91	53,188.18
Peninsular Telephone Co.,	5,216,220.57	3,937,000.00	228,345.92	1,270,455.29	4,968,662.52	103,047.38	.....	905,630.94	16,629,362.62
Quincy Telephone Company, Inc.....	55,500.00	.....	1,809.17	3,065.42	57,115.28	.....	.....	29,464.10	146,953.97
St. Joseph Telephone & Telegraph Co.....	50,000.00	.....	264,177.86	12,051.91	67,533.48	.....	.....	65,923.56	459,686.81
Southeastern Telephone Co	686,895.00	600,000.00	43,736.32	61,023.84	328,111.16	24,390.39	.....	172,839.25	1,916,995.96
Southern Bell Telephone & Telegraph Co.....	175,000,000.00	107,371,448.10	11,326,662.10	12,334,780.41	38,590,122.19	28,351.00	518,151.49	5,356,802.55	410,526,317.84
Lessee West Florida Telephone & Telegraph Co	.....	.....	606.15	870.44	.....	.....	.....	66,432.16	67,908.73
Winter Park Telephone Co	52,7000.00	150,500.00	23,067.00	207.25	64,711.52	2,135.67	.....	45,974.40	339,295.84
Total.....	\$182,353,797.57	\$113,629,498.10	\$12,042,798.89	\$23,929,523.11	\$94,934,519.40	\$ 219,543.79	\$ 518,151.45	\$6,899,862.62	\$434,527,694.97

OF THE RAILROAD COMMISSION

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
INCOME ACCOUNT—CLASS "A" AND "B" COMPANIES—ENTIRE COMPANY (Continued)

NAME OF COMPANY	Other Income	Miscellaneous Deductions from Income	Income Available for Fixed Charges	Fixed Charges	Net Income	Dividend Appropriations	Income Balance
Florida Telephone Corporation.....	\$ 16,306.77	\$.....	\$ 85,539.85	\$ 50,895.75	\$ 34,644.10	\$ 17,752.00	\$ 16,892.10
Gulf Telephone Company.....			851.58	469.90	381.66		381.68
Inter County Telephone & Telegraph Co.....	105.00		121,849.04	28,393.31	93,455.73		93,455.73
Milton Telephone Exchange.....			2,618.96		2,618.96		2,618.96
Peninsular Telephone Company.....	10,696.98	15,352.90	771,987.44	149,784.48	622,202.96	140,000.00	482,202.96
Quincy Telephone Company, Inc.....	344.66		6,673.54		6,673.54	1,200.00	5,473.54
St. Joseph Telephone & Telegraph Co.....	12,234.46	5,184.80	18,019.87	2,210.19	15,809.68		15,809.68
Southeastern Telephone Company.....	1,300.87	808.50	115,617.19	21,000.75	94,616.44		94,616.44
Southern Bell Telephone & Telegraph Co.....	255,454.50	751,879.51	15,915,173.61	3,400,946.86	12,514,226.75		12,514,226.75
Lessee West Florida Telephone & Telegraph Co.	1,754.06		6,275.30	1.50	6,273.80		6,273.80
Winter Park Telephone Company.....			20,589.47	6,661.27	13,928.21	1,134.00	12,794.21
Total.....	\$ 298,197.30	\$ 773,225.71	\$17,065,195.86	\$ 3,660,364.01	\$13,404,831.85	\$ 160,086.00	\$13,244,745.85

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
INCOME ACCOUNT—CLASS "A" AND "B" COMPANIES—ENTIRE COMPANY

NAME OF COMPANY	Telephone Operating Revenues	Telephone Operating Expenses	Net Telephone Operating Revenue	Rent for Lease of Operating Property	Operating Taxes	Net Operating Income
Florida Telephone Corporation.....	\$ 561,645.00	\$ 343,472.06	\$ 218,172.94	\$	\$ 148,939.86	\$ 69,233.08
Gulf Telephone Company.....	14,585.17	12,758.41	1,826.76	.....	975.18	851.58
Inter County Telephone & Telegraph Company.....	496,959.20	286,922.14	210,037.06	.....	88,293.02	121,744.04
Milton Telephone Exchange.....	16,242.20	12,229.75	4,012.45	.....	1,393.49	2,618.96
Peninsular Telephone Company.....	4,207,015.44	2,116,816.87	2,090,198.57	.....	1,313,555.21	776,643.36
Quincy Telephone Company, Inc.....	36,190.42	25,708.99	10,481.43	.....	4,152.55	6,328.88
St. Joseph Telephone & Telegraph Company.....	95,686.59	74,529.42	21,157.17	.....	10,186.96	10,970.21
Southeastern Telephone Company.....	588,648.55	368,727.43	219,921.12	.....	104,796.30	115,124.82
Southern Bell Telephone & Telegraph Company.....	121,891,995.65	78,591,190.60	43,300,805.05	.....	26,889,206.43	16,411,598.62
Lessee West Florida Telephone & Telegraph Company.....	38,820.38	23,884.35	14,936.03	4,200.00	6,214.79	4,521.24
Winter Park Telephone Company.....	84,905.29	52,420.51	32,484.78	.....	11,895.30	20,589.48
Total.....	\$128,032,693.89	\$81,908,660.53	\$46,124,033.36	\$ 4,200.00	\$28,579,609.09	\$17,540,224.27

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
INCOME ACCOUNT—CLASS "D" COMPANIES

NAME OF COMPANY	Total Operating Revenue	Total Operating Expenses	Taxes	Miscellaneous Income	Interest and Miscellaneous Deductions	Net Income
Callahan Telephone & Telegraph Company.....	\$ 5,291.52	\$ 4,460.95	\$ 115.20	\$	\$ 340.00	\$ 375.37
Cortondale Telephone Company.....	2,323.02	2,139.00	98.60	.....	.....	85.42
Macclenny Telephone Company.....	2,603.57	2,436.41	183.39	.....	.....	16.23
McIntosh Telephone Company.....	5,692.66	2,434.60	1,305.97	.....	352.69	1,599.40
Molino Telephone Company.....	516.17	520.64	13.11	.....	.....	17.58
Orange City Telephone Company.....	3,224.63	1,977.72	393.39	.....	.....	853.52
Sneads Telephone Exchange.....	1,409.20	795.63	51.50	.....	.....	562.07
Starke Telephone Company.....	9,053.10	8,441.74	611.36	.....	.....	.....
Total.....	\$ 30,113.87	\$ 23,206.69	\$ 2,772.52	\$	\$ 692.69	\$ 3,441.97

* Indicates deficit.

**Auto Transportation
Companies**

**AUTO TRANSPORTATION COMPANIES AND INDIVIDUALS
OPERATING LESS THAN FULL CALENDAR YEAR 1943**

NAME OF COMPANY OR INDIVIDUAL	FROM	TO
BUS OPERATIONS		
Bass, R. C.....	January 1, 1943	December 31, 1943
City Bus Line, Avon Park.....	January 1, 1943	December 31, 1943
Clearwater Transit.....	June 15, 1943	December 31, 1943
Florida Transportation Company.....	August 30, 1943	December 31, 1943
Lake City Transportation Company, Inc.....	January 1, 1943	December 31, 1943
Lake Wales Bus Line.....	August 27, 1943	December 31, 1943
Ocala Transit Company.....	July 1, 1943	December 31, 1943
Panama City Transportation Company, Inc.....	January 1, 1943	December 31, 1943
Perry Bus Line.....	June 5, 1943	December 31, 1943
Platt Motor Line.....	July 13, 1943	December 31, 1943
Red Adams Bus Line.....	April 9, 1943	December 31, 1943
TRUCK OPERATIONS		
Central Oil Company.....	January 1, 1943	December 31, 1943

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
TRUCK OPERATIONS—COMMON CARRIER								
Bee Line Transfer.....	\$ 64,453.95	\$ 9,281.25	\$.....	\$ 10.00	\$ 10,287.43	\$ 947.48	\$.....	\$ 84,980.11
C. & H. Transfer Company.....	20,825.80				342.49	75.00		21,243.29
Central Oil Company.....	101,147.00	32,890.19		10.00	89,836.17	1,709.17		225,592.53
Fogarty Brothers Transfer, Inc.....	57,617.71	9,266.97		35.00	18,994.69	3,739.39		89,653.76
Highway Transportation Company.....	1,433.30				558.63	38.67		2,030.60
Hunt Truck Line.....	90,333.07			5.00	11,083.74	217.18		101,638.99
Miami Transfer Company.....	3,047.35				860.34			3,907.69
Union Express Freight Company, Inc.....	33,815.14			28.00	2,847.58	75.00		36,765.72
Al Welch's Transfer.....	9,560.23				6,181.48			15,741.71
Total Truck Operations—Common Carrier	\$ 382,233.55	\$ 51,438.41		\$ 88.00	\$ 140,992.55	\$ 6,801.89		\$ 581,554.40

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
GENERAL BALANCE SHEET—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

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NAME OF COMPANY	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
BUS OPERATIONS—COMMON CARRIER								
Air Base Bus Line, Inc.	\$ 171,725.47	\$.	\$.	\$.	\$ 31,112.88	\$.	\$.	\$ 202,838.35
Bass, R. C.	1,389.00							1,487.00
City Bus Line, Avon Park	30,171.34				8,298.97	98.00		38,553.85
Clearwater Transit	18,965.43	16,030.00			13,952.61	1,094.51		50,042.55
Coastal Stages	47,058.88	3,400.00		1,724.00	2,945.37	1,404.22		56,532.47
Cocoa & Peninsula Motor Lines, Inc.	24,028.91		350.00		3,343.72	1,264.26		28,986.89
Florida-Alabama Motor Lines	148,734.08	37,532.03		2,676.00	25,404.33			214,346.44
Florida Transportation Company	16,933.71				2,068.90			19,002.61
Glades Motor Line, Inc.	83,786.43			1,555.00	44,359.87	4,318.85		134,020.15
Gulf Coast Motor Line, Inc.	17,019.18			20,024.00	17,995.65	548.10		55,586.93
Hartsell Brothers Bus Line	24,732.65			406.04	5,620.32	80.96		30,839.97
Lake City Transportation Company, Inc.	15,267.58	375.00			8,604.47	459.41		24,706.46
Lake Wales Bus Line	19,416.82				3,035.86	2,342.57		24,795.25
Lee's Coach Line	112,846.48	8,600.00		536.00	121,589.63	4,959.60		248,531.71
Miami Opa Locka Bus Line, Inc.	42,708.46			85.00	5,306.99	1,327.70		49,428.15
Miller, J. O. Bus Line	56,000.00				20,501.74			76,501.74
Monroeville Bus Company, Inc.	51,295.10	43,290.03		8.00	34,428.27	1,652.55		130,673.95
Ocala Transit Company	8,638.88	11,082.23			1,600.70	300.00		21,621.81
Orange Lines, Inc.	228,062.53	740.00		344.00	46,682.13	177.98	3,384.00	279,390.64
Orlando Transit Company	32,022.53	246,588.02		85.00	16,711.40	5,200.29	3,996.42	304,603.66
Panama City Transit Company	52,651.45	33,454.87		2,010.00	140,572.44			228,688.76
Pass-a-Grille Beach Bus Line	38,675.06				16,009.55	3,508.72		58,193.33
Perry Bus Company	9,446.00				1,635.14	402.15		11,483.29
Platt Motor Line	5,143.89					428.50		5,572.39
Red Adams Bus Line	28,766.61	4,821.35			941.74	962.76		35,492.46
Red Bus Line, Inc.	23,775.92				1,531.62	751.56		26,059.10
Southern Tours, Inc.	30,293.82			101.25	2,164.90			32,559.97
Transit Lines, Inc.	82,073.20			1,184.02	21,138.18	832.81		105,228.21
Weaver Coach Line	1,030.00					95.75		1,125.75
Total Bus Operations—Common Carrier	\$1,422,659.41	\$ 405,913.53	\$ 350.00	\$ 30,738.31	\$ 597,557.38	\$ 32,294.79	\$ 7,380.42	\$2,496,893.84
COMBINATION BUS AND TRUCK OPERATIONS								
McJunkin Truck & Bus Line	\$ 43,067.26	\$.	\$.	\$.	\$ 2,523.02	\$ 1,367.28	\$.	\$ 46,957.56
St. Andrews Bay Transportation Company	26,443.72	105,006.00		1,047.10	243,166.01	1,109.55	2,100.95	378,873.33
Suwannee & Gulf Stages	2,485.00				50.00	53.00		2,588.00
Total Combination Bus & Truck Operations	\$ 71,995.98	\$ 105,006.00	\$.	\$ 1,047.10	\$ 245,739.03	\$ 2,529.83	\$ 2,100.95	\$ 428,418.89

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietor- ship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
TRUCK OPERATIONS— COMMON CARRIER									
Bee Line Transfer.....	\$.....	\$53,857.03	\$.....	\$ 3,999.69	\$ 1,020.49	\$.....	\$ 26,102.90	\$.....	\$ 84,980.11
C. & H. Transfer Company.....		1,186.26			795.56		19,261.47		21,243.29
Central Oil Company.....	99,500.00			24,337.30	19,259.23		69,421.51	13,074.49	225,592.53
Fogarty Brothers Transfer, Inc.....	10,000.00		3,389.22	20,662.46	1,849.95		39,795.46	13,956.67	89,653.76
Highway Transportation Company.....	1,500.00			683.95	9.54		900.00	* 1,062.89	2,030.60
Hunt Truck Line.....		29,855.33		38,207.18	1,553.36		32,023.12		101,638.99
Miami Transfer Company.....		3,616.98		69.31	16.20		205.20		3,907.69
Union Express Freight Company, Inc.....	17,075.00			9,962.07	1,910.41		17,871.28	*10,053.04	36,765.72
Al Welch's Transfer.....		6,462.66		6,341.77			2,937.28		15,741.71
Total Truck Operations— Common Carrier.....	\$ 128,075.00	\$94,978.26	\$ 3,389.22	\$ 104,263.73	\$26,414.74	\$.....	\$ 208,518.22	\$15,915.23	\$ 581,554.40

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
GENERAL BALANCE SHEET—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietorship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
BUS OPERATIONS—COMMON CARRIER									
Air Base Bus Line, Inc.	\$ 5,000.00	\$	\$	\$ 90,871.77	\$ 4,503.87	\$	\$ 77,837.77	\$24,624.94	\$ 202,818.35
Bass, R. C.		1,434.79			9.25		42.96		1,487.00
City Bus Line, Avon Park				1,963.29	203.49		10,365.55	26,021.52	38,553.85
Clearwater Transit		34,686.63		5,835.95	557.58	417.95	8,544.44		50,042.55
Coastal Stages		13,235.68	12,672.35	21,255.07	1,303.21		8,066.16		56,532.47
Cocoa & Peninsula Motor Lines, Inc.	10,000.00				550.79		4,320.08	14,116.02	28,986.89
Florida-Alabama Motor Lines		61,859.29	10,792.50	64,860.19	3,546.01		73,288.45		214,346.44
Florida Transportation Company	6,076.15			2,742.66	1,110.27		9,073.53		19,002.61
Glades Motor Lines, Inc.	6,170.43		9,241.66	28,437.10	35,441.29		26,904.19	27,825.48	134,020.15
Gulf Coast Motor Lines, Inc.	500.00			4,034.27	22,231.05		9,137.32	19,684.29	55,586.93
Hartsell Brothers Bus Line		19,304.35		679.78	91.21		10,764.63		30,839.97
Lake City Transportation Co., Inc.	10,000.00			5,815.53	1,413.60		3,750.00	3,727.33	24,706.46
Lake Wales Bus Line		9,531.66		10,406.58	1,527.91		3,329.10		24,795.25
Lee's Coach Line		144,407.86		47,621.44	6,846.24		49,656.17		248,531.71
Miami-Opa Locka Bus Line, Inc.	2,500.00			12,433.00			16,668.92	17,826.23	49,428.15
Miller, J. O. Bus Line		57,191.75					19,309.99		76,501.74
Monroeville Bus Company, Inc.	2,500.00			10,884.24			40,167.02	77,122.69	130,673.95
Ocala Transit Company		2,268.50		14,350.80	376.12		4,676.39		21,621.81
Orange Lines, Inc.	10,000.00		43,405.60	37,397.50	16,123.84	200.00	172,662.48	398.78	279,390.64
Orlando Transit Company	20,000.00		36,000.00	68,868.50	52,511.22		91,890.28	35,333.66	304,603.66
Panama City Transit Company, Inc.	3,000.00			20,973.04	128,458.37		20,894.87	55,322.48	228,688.76
Pass-a-Grille Beach Bus Line				1,942.44			15,042.63	41,208.26	58,193.33
Perry Bus Company		6,350.79		4,375.42			757.08		11,483.29
Platt Motor Line		4,703.41			209.76		659.22		5,572.39
Red Adams Bus Line		10,801.84	5,091.90	11,272.54			8,326.18		35,492.46
Red Bus Line, Inc.	5,000.00			3,529.40	9,464.79		3,883.99	4,180.92	26,059.10
Southern Tours, Inc.	2,400.00		3,929.46	38,225.43	3,461.67		18,592.82	*34,049.41	32,559.97
Transit Lines, Inc.	11,600.00		9,000.00	18,553.42	25,349.24	349.13	30,143.38	10,233.04	105,228.21
Weaver Coach Line		275.64			40.25		809.86		1,125.75
Total Bus Operations—Common Carrier	\$ 94,746.58	\$366,052.19	\$ 130,133.47	\$ 527,329.36	\$315,321.03	\$ 967.08	\$ 739,565.46	\$322,778.67	\$2,496,893.84
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin Truck & Bus Line	\$	\$21,769.70	\$ 250.00	\$ 5,155.83	\$ 498.26	\$ 100.00	\$ 19,181.77	\$	\$ 46,957.56
St. Andrews Bay Transportation Co.	11,500.00			79,065.19	144,326.53	18,804.46	32,701.01	92,476.14	378,873.33
Suwannee & Gulf Stages		1,290.99			36.45		1,260.56		2,588.00
Total Combination Bus & Truck Operations	\$ 11,500.00	\$23,060.69	\$ 250.00	\$ 84,221.02	\$144,861.24	\$18,904.46	\$ 53,145.34	\$92,476.14	\$ 428,418.89

* Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
TRUCK OPERATIONS—COMMON CARRIER					
Bee Line Transfer.....	\$.....	\$ * 316.87	\$.....	\$ * 316.87	\$.....
C. & H. Transfer Company.....	.....	2,349.09	.....	2,349.09	.....
Central Oil Company.....	18,702.03	11,466.22	.....	17,093.76	13,074.49
Fogarty Brothers Transfer, Inc.....	* 208.21	14,164.88	.....	.....	13,956.67
Highway Transportation Company.....	* 906.57	156.32	.....	.....	* 1,062.89
Hunt Truck Line.....	.....	2,310.53	.....	* 2,310.53	.....
Miami Transfer Company.....	.....	218.80	.....	218.80	.....
Union Express Freight Company, Inc.....	* 5,644.54	* 5,208.50	800.00	.....	* 10,053.04
Al Welch's Transfer.....	.....	119.64	.....	* 119.64	.....
Total Truck Operations—Common Carrier.....	\$ 11,942.71	\$ 15,388.95	\$ 800.00	\$ 12,216.43	\$ 15,915.23

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
BUS OPERATIONS—COMMON CARRIER					
Air Base Bus Line, Inc.	\$ 26,982.76	\$ 2,328.68	\$.	\$ 4,686.50	\$ 24,624.94
Bass, R. C.		88.36		88.36	
City Bus Line, Avon Park	542.50	25,479.02			26,021.52
Clearwater Transit		7,341.25		7,341.25	
Coastal Stages		27,206.39		27,206.39	
Cocoa & Peninsula Motor Lines, Inc.	1,785.31	20,685.39	1,295.32	9,650.00	14,116.02
Florida-Alabama Motor Lines		120,727.51		120,727.51	
Florida Transportation Company	413.26	2,665.59	4,831.43	1,752.58	
Glades Motor Lines, Inc.	16,728.45	19,940.94	355.57	9,199.48	27,825.48
Gulf Coast Motor Line	20,309.49	8,503.88		9,129.08	19,684.29
Hartsell Brothers Bus Line		18,565.98		18,565.98	
Lake City Transportation Company, Inc.		3,852.33		125.00	3,727.33
Lake Wales Bus Line		468.34		468.34	
Lee's Coach Line		219,097.22	50,030.05	269,127.27	
Miami-Opa Locka Bus Line, Inc.	2,717.02	17,228.85		2,119.64	17,826.23
Miller, J. O. Bus Line		33,949.84		33,949.84	
Monroeville Bus Company, Inc.	51,441.70	37,390.96	3,290.03	15,000.00	77,122.69
Ocala Transit Company		4,213.72		4,213.72	
Orange Lines, Inc.	58,253.93	63,863.05	5,210.34		398.78
Orlando Transit Company	7,290.57	27,918.23	4,855.51	4,730.65	35,333.66
Panama City Transit Company, Inc.	11,818.64	43,503.85			55,322.48
Pass-a-Grille Beach Bus Line	12,710.88	38,497.38		10,000.00	41,208.26
Perry Bus Line		1,850.79		1,850.79	
Platt Motor Line		1,536.65		1,536.65	
Red Adams Bus Line		1,222.51	430.59	1,653.10	
Red Bus Line, Inc.	870.72	3,310.20			4,180.92
Southern Tours, Inc.	40,264.79	1,747.83	2,341.55		36,175.41
Transit Lines, Ins.	6,570.42	6,378.26		2,715.64	10,233.04
Weaver Coach Line		1,452.50		1,452.50	
Total Bus Operations—Common Carrier	\$ 177,344.33	\$ 623,771.52	\$ 72,640.39	\$ 553,103.57	\$ 320,652.67
COMBINATION BUS AND TRUCK OPERATIONS					
McJunkin Truck & Bus Line	\$.	\$ 15,606.36	\$.	\$ 15,606.36	\$.
St. Andrews Bay Transportation Company	5,275.08	39,409.12	59,608.97	11,817.03	92,476.14
Suwannee & Gulf Stages		64.50		64.50	
Total Combination Bus & Truck Operations	\$ 5,275.08	\$ 55,079.98	\$ 59,608.97	\$ 27,487.89	\$ 92,476.14

* Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

INCOME ACCOUNT—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated * or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non- Operating Income	Income Deductions	Net Balance Carried to P. & L. Account
TRUCK OPERATIONS— COMMON CARRIER									
Bee Line Transfer.....	\$ 37,299.68	\$ 43,202.15	\$ * 5,720.47	\$ 9,533.17	\$ 3,812.70	\$ 4,144.82	\$ 15.25	\$	\$ * 316.87
C. & H. Transfer Company.....	16,829.41	10,900.00	5,929.41	* 6,415.65	* 486.24	1,862.85	.....	.....	* 2,349.09
Central Oil Company.....	192,136.25	163,215.10	28,921.15	12,739.06	41,660.21	22,012.97	.....	8,181.02	11,466.22
Fogarty Brothers Transfer, Inc.....	100,915.04	80,054.80	20,860.24	2,640.21	23,500.45	9,782.45	1,033.61	586.73	14,164.88
Highway Transportation Company.....	3,746.00	3,371.48	374.52	.....	374.52	530.84	.....	.....	* 156.32
Hunt Truck Line.....	156,590.85	141,000.61	15,590.24	.....	15,590.24	17,178.00	.....	722.77	2,310.53
Miami Transfer Company.....	2,917.49	2,088.88	828.61	.....	828.61	389.81	.....	220.00	218.80
Union Express Freight Company, Inc.....	87,785.31	79,879.13	7,906.18	.....	7,906.18	6,031.29	.....	7,083.39	* 5,208.50
Al Welch's Transfer.....	23,913.93	22,336.65	1,577.28	.....	1,577.28	2,037.39	499.26	156.79	* 119.64
Total Truck Operations— Common Carrier.....	\$ 622,133.96	\$ 545,866.80	\$ 76,267.16	\$ 18,496.79	\$ 94,763.95	\$ 63,970.42	\$ 1,548.12	\$ 16,952.70	\$ 15,388.95

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
INCOME ACCOUNT—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

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NAME OF COMPANY	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non- Operating Income	Income Deductions	Net Balance Carried to P. & L. Account
BUS OPERATIONS— COMMON CARRIER									
Air Base Bus Line, Inc.	\$ 435,937.02	\$ 389,604.55	\$ 46,332.47	\$.	\$ 46,332.47	\$ 43,337.47	\$.	\$ 666.32	\$ 2,328.68
Bass, R. C.	2,062.36	1,704.72	357.64	357.64	357.64	446.00			88.36
City Bus Line, Avon Park	85,756.86	56,651.45	29,105.41	29,105.41	29,105.41	3,626.39			25,479.02
Clearwater Transit	36,566.31	23,267.50	13,298.81	13,298.81	13,298.81	3,024.48		2,933.08	7,341.25
Coastal Stages	121,645.18	85,497.33	36,147.85	36,147.85	36,147.85	8,707.50	1,662.67	1,926.63	27,206.39
Cocoa & Peninsula Motor Lines, Inc.	74,974.96	45,356.54	29,618.42	29,618.42	29,618.42	8,643.80		289.23	20,685.39
Florida-Alabama Motor Lines	453,648.76	311,794.24	141,854.52	141,854.52	141,854.52	22,788.74	3,671.29	2,049.56	120,727.51
Florida Transportation Company	5,872.03	6,889.59	1,017.56	1,017.56	1,017.56	1,648.03			2,665.59
Glades Motor Lines, Inc.	326,322.61	234,347.22	91,975.39	91,975.39	91,975.39	63,123.44		8,911.01	19,940.84
Gulf Coast Motor Line, Inc.	110,183.55	72,188.68	37,995.47	37,995.47	37,995.47	29,181.08		310.51	8,503.88
Hartsell Brothers Bus Line	97,149.27	70,151.41	26,997.86	26,997.86	26,997.86	7,741.63		690.25	18,565.98
Lake City Transportation Co., Inc.	47,993.21	41,117.48	6,875.73	6,875.73	6,875.73	3,052.28	400.00	371.12	3,852.33
Lake Wales Bus Line	16,436.23	14,768.57	1,667.66	1,667.66	1,667.66	1,882.66		253.34	468.34
Lee's Coach Line	481,474.76	226,648.03	254,826.73	254,826.73	254,826.73	35,971.81	663.20	420.90	219,097.22
Miami-Opa Locka Bus Line, Inc.	137,999.90	105,085.54	32,914.36	32,914.36	32,914.36	15,110.85		574.66	17,228.85
Miller, J. O. Bus Line	96,425.74	50,069.74	46,356.00	46,356.00	46,356.00	12,406.16			339,949.84
Monroeville Bus Company, Inc.	190,874.33	102,258.39	88,575.94	88,575.94	88,575.94	51,184.98			37,350.96
Ocala Transit Company	10,569.50	7,756.69	2,812.81	2,812.81	2,812.81	1,108.75	2,794.99	285.33	4,213.72
Orange Lines, Inc.	551,613.70	445,972.81	105,640.89	105,640.89	105,640.89	68,310.58	82.50	101,127.86	61,863.05
Orlando Transit Company	63,353.82	52,451.09	10,902.73	10,902.73	10,902.73	11,624.25	37,212.20	8,572.45	27,918.23
Panama City Transit Co., Inc.	420,537.07	293,079.79	127,457.28	12,188.49	139,645.77	95,957.99		183.93	43,503.85
Pass-a-Grille Beach Bus Line	96,930.69	52,764.96	44,165.73	44,165.73	44,165.73	5,668.35			38,497.38
Perry Bus Company	9,168.13	6,877.56	2,290.57	2,290.57	2,290.57	333.93		105.85	1,850.79
Platt Motor Company	5,378.34	5,449.45	71.11	71.11	71.11	1,465.54			1536.65
Red Adams Bus Line	39,466.11	36,504.99	2,961.12	2,961.12	2,961.12	2,780.99	1,507.47	465.09	1,222.51
Red Bus Line, Inc.	71,287.04	59,387.57	11,899.57	11,899.57	11,899.57	8,503.91		85.36	3,310.20
Southern Tours, Inc.	34,919.03	27,284.41	7,634.62	7,634.62	7,634.62	4,118.12	327.69	2,096.36	1,747.83
Transit Lines, Inc.	170,229.87	124,778.83	45,451.04	45,451.04	45,451.04	38,540.28		532.50	6,378.26
Weaver Coach Line	5,679.55	3,624.40	2,055.15	2,055.15	2,055.15	602.65			1,452.50
Total Bus Operations— Common Carrier	\$4,200,455.93	\$2,953,372.93	\$1,247,083.00	\$ 12,188.49	\$1,259,271.49	\$ 550,852.64	\$ 48,352.01	\$ 132,999.34	\$ 623,771.52
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin Truck & Bus Line	\$ 59,763.73	\$ 40,960.31	\$ 18,803.42	\$.	\$ 18,803.42	\$ 5,188.50	\$ 2,080.51	\$ 89.07	\$ 15,606.36
St. Andrews Bay Transportation Co.	401,007.58	216,592.19	184,415.39		184,415.39	142,141.80	776.26	3,640.73	39,409.12
Suwannee & Gulf Stages	8,790.91	7,570.59	1,220.32		1,220.32	1,155.82			64.50
Total Combination Bus and Truck Operations	\$ 469,562.22	\$ 265,123.09	\$ 204,439.13	\$.	\$ 204,439.13	\$ 148,486.12	\$ 2,856.77	\$ 3,729.80	\$ 55,079.98

* Indicated debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

OPERATING REVENUES—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Passenger Revenue	Baggage Revenue	Special Chartered for Hire Bus Revenue	U.S. Mail (on Buses)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
TRUCK OPERATIONS COMMON CARRIER									
Bee Line Transfer	\$	\$	\$	\$	\$	\$ 36,748.75	\$ 36,748.75	\$ 550.93	\$ 37,299.68
C. & H. Transfer Company	16,497.89	16,497.89	331.52	16,829.41
Central Oil Company	192,136.25	192,136.25	.....	192,136.25
Fogarty Brothers Transfer, Inc.	98,351.80	98,351.80	2,563.24	100,915.04
Highway Transportation Company	3,690.62	3,690.62	55.38	3,746.00
Runt Truck Line	154,691.89	154,691.89	1,898.96	156,590.85
Miami Transfer Company	2,898.16	2,898.16	19.33	2,917.49
Union Express Freight Company	85,689.34	85,689.34	2,095.97	87,785.71
Al Welch's Transfer	23,913.93	23,913.93	.....	23,913.93
Total Truck Operations— Common Carrier	\$	\$	\$	\$	\$	\$ 614,618.63	\$ 614,618.63	\$ 7,515.33	\$ 622,133.96

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
OPERATING REVENUES—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

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FORTY-EIGHTH ANNUAL REPORT

NAME OF COMPANY	Passenger Revenue	Baggage Revenue	Special Chartered for Hire Bus Revenue	U.S. Mail (on Buses)	Express Revenue		Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
BUS OPERATIONS—COMMON CARRIER									
Air Base Bus Line, Inc.	\$ 430,782.13	\$	\$ 4,065.90	\$	\$	\$	\$ 434,848.03	\$ 1,088.99	\$ 435,937.02
Bass, R. C.	1,174.00	.....	.....	888.36	.....	.....	2,062.36	.....	2,062.36
City Bus Line, Avon Park	85,756.86	.....	.....	.....	.....	.....	85,756.86	.....	85,756.86
Clearwater Transit	35,255.08	.....	.....	.....	.....	.....	35,255.08	1,311.23	36,566.31
Coastal Stages	117,412.16	.....	.....	.....	.....	.....	117,412.16	4,233.02	121,645.18
Cocoa & Peninsula Motor Lines, Inc.	74,715.31	.....	.....	.....	259.65	.....	74,974.96	.....	74,974.96
Florida-Alabama Motor Lines	427,828.45	.....	4,661.04	.....	760.16	.....	433,249.65	203,399.11	453,648.76
Florida Transportation Company	4,419.43	.....	1,452.60	.....	.....	.....	5,872.03	.....	5,872.03
Glades Motor Lines, Inc.	319,652.53	.....	76.40	.....	6,593.68	.....	326,322.61	.....	326,322.61
Gulf Coast Motor Lines, Inc.	95,983.80	.....	6,587.35	.....	3,828.29	.....	106,399.44	3,784.11	110,183.55
Hartsell Brothers Bus Line	93,565.92	.....	3,056.88	.....	59.15	.....	96,681.95	467.32	97,149.27
Lake City Transportation Co., Inc.	47,993.21	.....	.....	.....	.....	.....	47,993.21	.....	47,993.21
Lake Wales Bus Line	16,436.23	.....	.....	.....	.....	.....	16,436.23	.....	16,436.23
Lee's Coach Line	475,527.83	.....	.....	2,100.00	1,625.37	.....	479,253.20	2,221.56	481,474.76
Miami-Opa Locka Bus Line, Inc.	136,760.04	.....	.....	.....	.....	.....	136,760.04	1,239.86	137,999.90
Miller, J. O. Bus Line	96,425.74	.....	.....	.....	.....	.....	96,425.74	.....	96,425.74
Monroeville Bus Company, Inc.	188,184.71	.....	400.85	.....	2,288.77	.....	190,874.33	.....	190,874.33
Ocala Transit Company	10,569.50	.....	.....	.....	.....	.....	10,569.50	.....	10,569.50
Orange Lines, Inc.	551,613.70	.....	.....	.....	.....	.....	551,613.70	.....	551,613.70
Orlando Transit Company	63,353.82	.....	.....	.....	.....	.....	63,353.82	.....	63,353.82
Panama City Transit Company, Inc.	420,537.07	.....	.....	.....	.....	.....	420,537.07	.....	420,537.07
Pass-a-Grille Beach Bus Line	96,930.69	.....	.....	.....	.....	.....	96,930.69	.....	96,930.69
Perry Bus Company	9,168.13	.....	.....	.....	.....	.....	9,168.13	.....	9,168.13
Platt Motor Lines	5,378.34	.....	.....	.....	.....	.....	5,378.34	.....	5,378.34
Red Adams Bus Line	38,029.08	.....	.....	.....	.....	.....	38,029.08	1,437.03	39,466.11
Red Bus Line, Inc.	71,287.04	.....	.....	.....	.....	.....	71,287.04	.....	71,287.04
Southern Tours, Inc.	32,490.23	.....	1,407.21	.....	197.02	.....	34,094.46	824.57	34,919.03
Transit Lines, Inc.	159,273.67	.....	8,932.03	.....	159.55	.....	168,365.35	1,864.62	170,229.87
Weaver Coach Line	3,886.55	.....	.....	1,295.00	498.00	.....	5,679.55	.....	5,679.55
Total Bus Operations—Common Carrier	\$4,110,391.25	\$	\$ 30,640.26	\$ 4,283.36	\$ 16,269.64	\$	\$4,161,584.51	\$ 38,871.42	\$4,200,455.93
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin Truck & Bus Line	\$ 46,215.05	\$	\$	\$	\$ 821.75	\$ 10,773.02	\$ 57,809.82	\$ 1,953.91	\$ 59,763.73
St. Andrews Bay Transportation Co.	300,994.96	.....	.....	11,359.37	1,336.22	86,815.78	400,506.33	501.25	401,007.58
Suwannee & Gulf Stages	6,868.21	.....	.....	1,398.00	.....	524.70	8,790.91	.....	8,790.91
Total Combination Bus and Truck Operations	\$ 354,078.22	\$	\$	\$ 12,757.37	\$ 2,157.97	\$ 98,113.50	\$ 467,107.06	\$ 2,455.16	\$ 469,562.22

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
OPERATING EXPENSES—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Tariff Expenses	Administrative and General Expenses	Total Operating Expenses
TRUCK OPERATIONS—COMMON CARRIER						
Bee Line Transfer.....	\$ 4,705.67	\$	\$ 19,669.32	\$ 499.18	\$ 18,145.98	\$ 43,020.15
C. & H. Transfer Company.....	775.00	.....	8,485.00	120.00	1,520.00	10,900.00
Central Oil Company.....	58,103.42	8,679.62	55,654.45	739.27	40,038.34	163,215.10
Fogarty Brothers Transfer, Inc.....	14,651.39	2,678.20	40,049.47	1,982.78	20,692.96	80,054.80
Highway Transportation Company.....	701.14	.....	2,453.81	130.49	86.04	3,371.48
Hunt Truck Line.....	41,794.70	.....	71,374.84	2,398.99	25,432.08	141,000.61
Miami Transfer Company.....	136.80	.....	1,651.08	.....	301.00	2,088.88
Union Express Freight Company, Inc.....	15,228.75	.....	41,943.52	.....	22,706.86	79,879.13
Al Welch's Transfer.....	4,195.65	.....	10,837.63	65.91	7,237.46	22,336.65
Total Truck Operations—Common Carrier.....	\$ 140,292.52	\$ 11,357.82	\$ 252,119.12	\$ 5,936.62	\$ 136,160.72	\$ 545,866.80

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
OPERATING EXPENSES—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

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NAME OF COMPANY OR OPERATOR	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Tariff Expenses	Administrative and General Expenses	Total Operating Expenses
BUS OPERATIONS—COMMON CARRIER						
Air Base Bus Line, Inc.	\$ 157,880.46	\$.	\$ 127,260.35	\$ 1,250.13	\$ 103,173.61	\$ 389,604.55
Bass, R. C.	497.96		1,010.76		196.00	1,704.72
City Bus Line, Avon Park	18,506.84	1,311.45	32,017.06	57.10	4,759.00	56,651.45
Clearwater Transit	6,586.06	325.91	10,986.81	400.55	4,968.17	23,267.50
Coastal Stages	24,901.97	719.30	37,506.25	102.16	22,267.65	85,497.33
Cocoa & Peninsula Motor Lines, Inc.	12,064.08		23,982.66		9,309.80	45,356.54
Florida-Alabama Motor Lines	89,781.85	10,669.09	164,828.95	549.68	45,964.67	311,794.24
Florida Transportation Company	1,641.47		3,009.66		2,238.46	6,889.59
Glades Motor Lines, Inc.	54,274.27	6,464.99	99,685.28	14,582.21	59,340.47	234,347.22
Gulf Coast Motor Line, Inc.	23,888.69		20,073.82	137.25	28,088.32	72,188.08
Hartsell Brothers Bus Line	26,608.82		27,981.93	373.90	15,186.76	70,151.41
Lake City Transportation Company, Inc.	5,765.67	\$27.00	9,560.40	851.00	24,413.41	41,117.48
Lake Wales Bus Line	4,227.02		7,416.54	25.00	3,100.01	14,768.57
Lee's Coach Line	57,023.57	19,284.76	105,454.50	1,849.53	43,035.67	226,648.03
Miami-Opa Locka Bus Line, Inc.	32,528.04	9,391.21	37,541.01	466.71	25,158.57	105,085.54
Miller, J. O. Bus Line	18,462.20		18,350.31	1,567.75	11,689.48	50,069.74
Monroeville Bus Company, Inc.	22,093.37	7,170.32	49,886.19	817.09	22,331.42	102,238.39
Ocala Transit Company	1,538.05	859.66	4,172.31	20.00	1,166.67	7,756.69
Orange Lines, Inc.	192,547.23	9,631.83	163,033.86	14,808.78	65,951.11	445,972.81
Orlando Transit Company	15,603.27	5,793.63	24,365.25	373.08	6,315.86	52,451.09
Panama City Transit Company, Inc.	72,211.38		144,326.91	805.15	75,736.35	293,079.79
Pass-a-Grille Beach Bus Line	15,591.26	2,536.55	25,686.24	571.11	8,379.80	52,764.96
Perry Bus Company	2,046.65		2,883.85	251.00	1,696.06	6,877.56
Platt Motor Line	1,853.53		2,784.22	10.00	801.80	5,449.45
Red Adams Bus Line	13,056.39	4,321.37	13,991.78	1,055.17	4,080.28	36,504.99
Red Bus Line, Inc.	11,544.31		27,222.95	1,359.15	19,261.16	59,387.57
Southern Tours, Inc.	6,346.44	1,073.11	11,495.36	298.34	8,071.16	27,284.41
Transit Lines, Inc.	35,995.62	1,528.47	48,979.09	1,099.90	37,175.75	124,778.85
Weaver Coach Line	897.95		2,443.95		282.50	3,624.40
Total Bus Operations—Common Carrier	\$ 925,964.32	\$ 81,608.65	\$ 1,247,938.25	\$ 43,721.74	\$ 654,139.97	\$ 2,953,372.93
COMBINATION BUS AND TRUCK OPERATIONS						
McJunkin Truck & Bus Line	\$ 10,513.42	\$.	\$ 16,765.76	\$ 44.24	\$ 13,636.89	\$ 40,960.31
St. Andrews Bay Transportation Company	73,355.79	5,442.52	105,950.38	1,839.04	30,004.46	216,592.19
Suwannee & Gulf Stages	2,612.25		3,508.65		1,449.69	7,570.59
Total Combination Bus and Truck Operations	\$ 86,481.46	\$ 5,442.52	\$ 126, 24.79	\$ 1,883.28	\$ 45,091.04	\$ 265,123.09

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

TAXES ACCRUED AND PAID

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
TRUCK OPERATIONS—COMMON CARRIER					
Bee Line Transfer.....	\$ 4,144.82	\$ 2,087.56	\$	\$ 6,232.38	\$ 5,878.00
C. & H. Transfer Company.....	1,862.85	3,509.80	.....	5,372.65	5,351.53
Central Oil Company.....	22,012.97	10,632.98	1,431.18	34,077.13	18,634.49
Fogarty Brothers Transfer, Inc.....	9,782.45	3,074.09	806.09	13,662.63	16,265.50
Highway Transportation Company.....	530.84	.....	.....	530.84	526.45
Hunt Truck Line.....	17,178.00	.....	.....	17,178.00	16,832.45
Miami Transfer Company.....	389.81	.....	.....	389.81	409.26
Union Express Freight Company, Inc.....	6,031.29	.....	.....	6,031.29	6,031.29
Al Welch's Transfer.....	2,037.39	.....	.....	2,037.39	2,253.94
Total Truck Operations—Common Carrier.....	\$ 63,970.42	\$ 19,304.43	\$ 2,237.27	\$ 85,512.12	\$ 92,182.91

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
TAXES ACCRUED AND PAID
 (Gross revenue less than \$100,000 annually)

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NAME OF COMPANY	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
BUS OPERATIONS—COMMON CARRIER					
Air Base Bus Line, Inc.	\$ 43,337.47	\$.	\$.	\$ 43,337.47	\$ 65,437.08
Bass, R. C.	446.00			446.00	459.47
City Bus Line, Avon Park	3,626.39			3,626.39	3,422.90
Clearwater Transit	3,024.48		2,998.16	6,022.64	4,663.91
Coastal Stages	8,707.50			8,707.50	8,065.86
Cocoa & Peninsula Motor Lines, Inc.	8,643.80			8,643.80	8,423.92
Florida-Alabama Motor Lines	22,748.74			22,748.74	20,822.98
Florida Transportation Company	1,648.03			1,648.03	655.57
Glades Motor Lines, Inc.	63,123.44			63,123.44	42,429.40
Gulf Coast Motor Line, Inc.	29,181.08			29,181.08	6,950.03
Hartsell Brothers Bus Line	7,741.63			7,741.63	8,099.47
Lake City Transportation Company, Inc.	3,052.28			3,052.28	1,640.68
Lake Wales Bus Line	1,882.66			1,882.66	1,697.21
Lee's Coach Line	35,971.81			35,971.81	98,785.09
Miami-Opa Locka Bus Line, Inc.	15,110.85			15,110.85	15,938.55
Miller, J. O. Bus Line	12,406.16			12,406.16	12,406.16
Monroeville Bus Company, Inc.	51,184.98			51,184.98	50,829.82
Ocala Transit Company	1,108.75		1,128.26	2,237.01	1,910.89
Orange Line, Inc.	68,310.58			68,310.58	60,340.00
Orlando Transit Company	11,624.25		100,180.97	111,805.22	77,014.37
Panama City Transit Company, Inc.	95,957.99	35,618.87		131,576.86	17,951.07
Pass-a-Grille Beach Bus Line	5,668.35			5,668.35	6,914.85
Perry Bus Company	333.93			333.93	333.93
Platt Motor Line	1,465.54			1,465.54	1,259.28
Red Adams Bus Line	2,780.99		89.52	2,870.51	2,870.51
Red Bus Line, Inc.	8,503.91			8,503.91	6,762.40
Southern Tours, Inc.	4,118.12			4,118.12	4,118.12
Transit Lines, Inc.	38,540.28			38,540.28	19,628.46
Weaver Coach Line	602.65			602.65	574.20
Total Bus Operations—Common Carrier	\$ 550,852.64	\$ 35,618.87	\$ 104,396.91	\$ 690,868.42	\$ 550,406.17
COMBINATION BUS AND TRUCK OPERATIONS					
McJunkin Truck & Bus Line	\$ 5,188.50	\$.	\$.	\$ 5,188.50	\$ 5,176.47
t. Andrews Bay Transportation Company	142,141.80			142,141.80	119,662.12
uwannec & Gulf Stages	1,155.82			1,155.82	1,219.85
Total Combination Bus and Truck Operations	\$ 148,486.12	\$.	\$.	\$ 148,486.12	\$ 126,058.44

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	REVENUE MILES			
	Average Miles of Road Operated	Freight, Express and Mail Trucks	Truck Trailers	TONS REVENUE FREIGHT CARRIED
TRUCK OPERATIONS—COMMON CARRIER				
Bee Line Transfer.....	28	37,520	.....	6,640
C. & H. Transfer Company.....	23	38,512	.....	1,952
Central Oil Company.....	608	802,031	.....	138,750
Fogarty Brothers Transfer, Inc.....	55	378,035	32,542	45,162
Highway Transportation Company.....	52	16,275	.....	416
Hunt Truck Line.....	300	323,261	.....	22,534
Miami Transfer Company.....	23	14,976	.....	246
Union Express Freight Company, Inc.....	265	246,982	32,426	10,322
Al Welch's Transfer.....	90	57,486	.....	4,704
Total Truck Operations—Common Carrier.....	1,444	1,915,078	64,968	230,726

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE COMPANY
 (Gross revenues less than \$100,000 annually)

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NAME OF COMPANY OR OPERATOR	Average Miles of Road Operated	REVENUE MILES				REVENUE PASSENGERS CARRIED		Tons Revenue Freight Carried
		PASSENGER BUSES		Freight Express and Mail Trucks	Truck Trailers	Regular Tariff Rates	Excursion or Special Rates	
		Regular Service	Excursion or Special					
BUS OPERATIONS—COMMON CARRIER								
Air Base Bus Line, Inc.	15	1,063,811	6,672			4,784,463	30,330	
Bass, R. C.	24	19,216				1,174		
City Bus Line, Avon Park	21	276,614				482,217		
Clearwater Transit	24	127,844				243,776		
Coastal Stages	152	349,197				186,178		
Cocoa & Peninsula Motor Lines, Inc.	30	286,948				502,969		
Florida-Alabama Motor Lines	491	1,360,021				1,660,201		
Florida Transportation Company	10	53,253				107,583		
Glades Motor Lines, Inc.	353	929,016				735,974		
Gulf Coast Motor Lines, Inc.	37	193,007	13,200			229,346	15,689	
Hartsell Brothers Bus Line	6	252,995	7,825			624,105	18,271	
Lake City Transportation Company, Inc.	9	91,242				296,424		
Lake Wales Bus Line	25	101,142				51,076		
Lee's Coach Line	331	1,225,889				1,224,626		
Miami-Opa Locka Bus Line, Inc.	28	519,651				973,420		
Miller, J. O. Bus Line	86	340,562				176,890		
Monroeville Bus Company, Inc.	359	562,036	18,038			243,041		
Ocala Transit Company	16	207,532				326,236		
Orange Lines, Inc.	41	1,209,071				1,635,473		
Orlando Transit Company	404	451,684				423,806		
Panama City Transit Company, Inc.	23	234,042				963,186		
Pass-a-Grille Beach Bus Line	31	189,334				541,831		
Perry Bus Company	6	15,210				44,205		
Platt Motor Line	82	70,680				12,813		
Red Adams Bus Line	15	148,781				152,116		
Red Bus Line, Inc.	20	284,160				383,988		
Southern Tours, Inc.	17	130,337	2,000			192,309		
Transit Lines, Inc.	26	568,848	29,773			1,129,605	25,920	
Weaver Coach Line	31	28,800				11,712		
Total Bus Operations—Common Carrier	2,713	11,290,923	77,508			18,340,743	90,210	
COMBINATION BUS AND TRUCK OPERATIONS								
McJunkin Truck & Bus Co.	66	95,812		20,592		84,093		1,591
St. Andrews Bay Transportation Company	595	857,254		287,313		319,155		12,241
Suwannee & Gulf Stages	38	68,880				12,602		
Total Combination Bus and Truck Operations	699	1,021,946		307,905		415,850		13,832

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	BUS OPERATIONS						
	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	Teche Greyhound Lines
ASSETS							
Current Assets.....	\$ 390,969.19	\$ 6,800,150	\$ 3,184,999.98	\$ 13,816.36	\$ 488,544.61	\$ 8,424,981	\$ 1,037,374
Carrier operating property.....	144,417.92	8,357,246	1,775,235.61	33,358.95	432,606.30	6,527,491	3,161,327
Reserve for depreciation and amortization.....	75,671.10	4,843,787	1,055,045.09	13,313.51	171,098.43	3,448,771	1,615,775
Non-carrier operating property.....		130,462					
Reserve for depreciation and amortization.....		7,012					
Non-operating property.....			27,800.00				
Reserve for depreciation and amortization.....			19,500.00				
Organization, franchises and permits.....	1,797.33	35,718	1,734.13	22,500.00		46,411	
Reserve for amortization.....		4,022					
Other intangible property.....	14,050.00	3,472,457	720,413.93		100,945.97	2,821,562	910,461
Reserve for amortization.....		577,740					910,461
Investment advances—associated companies.....		708,465	9,098.16			204,055	15,690
Other investments and advances.....	34,145.33	713,876	475,820.61		82,669.45	561,368	38,736
Special funds.....							436,000
Deferred debits.....	4,510.47	336,750	32,407.24	1,861.77	51,478.14	138,972	134,717
Total Assets.....	\$ 514,219.14	\$ 15,122,563	\$ 5,352,964.57	\$ 58,223.57	\$ 985,146.04	\$ 15,276,069	\$ 3,208,069

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	BUS OPERATIONS						
	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	Tecumseh Greyhound Lines
LIABILITIES							
Current liabilities.....	\$ 380,862.81	\$ 6,868,208	\$ 2,964,815.37	\$ 12,018.86	\$ 630,424.01	\$ 8,259,577	\$ 857,888
Advances payable—associated companies.....		52,321				76,426	
Other advances payable.....							
Equipment obligations.....				8,366.20			
Other long-term obligations.....		11,438			9,720.00		
Deferred credits.....			2,795.84		755.70	2,746	
Reserves—Insurance, injuries, loss & damage.....		266,400				70,063	126,010
Preferred capital stock.....		1,700,000					
Common capital stock.....	75,000.00	1,018,154	683,220.00	20,700.00	157,168.23	1,357,045	(1) 12,224,171
Premiums and assessments on capital stock.....						640,835	
Non-corporate capital.....							
Unearned surplus.....	9,241.90	63,717		21,319.16			
Earned surplus.....	49,114.43	5,142,325	1,702,133.36	* 4,180.65	187,078.10	4,869,377	
Total Liabilities.....	\$ 514,219.14	\$ 15,122,563	\$ 5,352,964.57	\$ 58,223.57	\$ 985,146.04	\$ 15,276,069	\$ 3,208,069
Contingent liabilities.....		\$ 1,474,588					

*Indicates debit item or deficit.

(1)—Capital Account with Greyhound corporation.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
GENERAL BALANCE SHEET—ENTIRE COMPANY
(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	TRUCK TRANSPORTATION											BUS AND TRUCK OPERATION
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	Motor Fuel Carriers Inc.	Motor Fuels Transport Inc.	Overseas Transportation Co., Inc.	Petroleum Carriers Corp.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
ASSETS												
Current Assets.....	\$ 139,948	\$165,463.74	\$38,447.51	\$ 151,001	\$ 325,631	\$ 75,238	\$ 204,826	\$ 101,410	\$ 114,372	\$ 150,543	\$181,046.94	\$ 326,609
Carrier operating property.....	314,994	259,742.33	74,193.94	355,916	794,200	298,465	189,685	174,519	163,744	310,182	31,888.90	593,322
Reserve for depreciation and amortization.....	156,248	150,053.82	46,283.62	168,544	352,976	149,928	16,129	67,670	63,130	167,972	23,926.08	293,403
Non-carrier operating property.....								104,883			186,596.68	
Reserve for depreciation and amortization.....											104,191.83	
Non-operating property.....						2,383				1,610		
Reserve for depreciation and amortization.....												
Organization, franchises and permits.....	2,420			10,437	393	592	327	1,531	6,000			
Reserve for amortization.....												
Other intangible property.....	7,702	26,066.24	1,300.00	7,047	41,267		58,578	57,047			20,400.00	73,295
Reserve for amortization.....												
Investment advances—Associated companies.....												
Other investments and advances.....			395.67		8,963			6,984			32,031.25	144,903
Special funds.....					43,848							
Deferred debits.....	46,826	3,806.86	1,018.52	57,342	27,872	30,663	10,555	20,537	4,036	14,748	4,459.39	18,438
Total Assets.....	\$ 355,642	\$305,025.35	\$69,072.02	\$ 413,199	\$ 889,198	\$ 257,413	\$ 447,842	\$ 399,241	\$ 225,022	\$ 309,111	\$328,305.25	\$ 863,164

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY
 (Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	TRUCK TRANSPORTATION											BUS AND TRUCK OPERATION
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	Motor Fuel Carriers Inc.	Motor Fuels Transport Inc.	Overseas Transport Co., Inc.	Petroleum Transportation Corp.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
LIABILITIES												
Current liabilities.....	\$ 137,101	\$98,545.71	\$30,426.54	\$ 223,796	\$ 200,861	\$ 145,971	\$ 89,071	\$ 80,262	\$ 80,838	\$ 104,475	\$147,072.46	\$ 465,383
Advances payable—Associated Companies..												666,660
Other advances payable.....				3,000	2,485							
Equipment obligations.....	90,563	37,065.23	4,159.44	7,084			265,140	112,924		41,422	21,500.00	23,870
Other long-term obligations.....	22,780		4,701.90	74,668	240,000	35,490	1,225	36,595	119,000		28,173.77	
Deferred credits.....								505				
Reserves—Insurance, injuries, loss & damage					53,356					5,000		31,000
Preferred capitals stock.....	92,550				4,115						24,600.00	
Common capitals stock.....	10,000	81,000.00		110,000	163,841	5,000	100,000	51,500	11,500	11,111	9,888.00	13,000
Premiums and assessments on capital stock.	5,325										84,879.08	
Non-corporate capital.....			29,784.14									
Unearned surplus.....				22,733	472	37,888		1,831		33,444		
Earned surplus.....	* 2,677	88,414.41		* 28,082	224,068	33,064	* 7,594	115,624	13,684	113,659	12,191.94	* 336,749
Total Liabilities.....	\$ 355,642	\$305,025.35	\$69,072.02	\$ 413,199	\$ 889,198	\$ 257,413	\$ 447,842	\$ 399,241	\$ 225,022	\$ 309,111	\$328,305.25	\$ 863,164
Contingent liabilities.....	\$ 8,365											

*Indicates debit item or deficit.

(1)—Capital Account with Greyhound Corporation.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

UNEARNED AND EARNED SURPLUS—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

BUS OPERATIONS

NAME OF ACCOUNT	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	The Greyhound Corporation
UNEARNED SURPLUS							
Balance at beginning of year.....	\$ 9,241.90	\$ 63,717	\$	\$ 21,319.16	\$	\$	\$
Additions during year.....	.....	.....	.....	.....	.....	.....	.....
Deductions during year.....	.....	.....	.....	.....	.....	.....	.....
Balance at close of year.....	\$ 9,241.90	\$ 63,717	\$	\$ 21,319.16	\$	\$	\$
EARNED SURPLUS							
Earned surplus or deficit at beginning of year..	\$ 7,098.55	\$ 4,077,232	\$ 1,129,966.71	\$ * 1,429.92	\$ 147,836.62	\$ 3,277,923	\$
Surplus credits applicable to prior years.....	.....	.....	.....	.....	3,078.99	.....	.....
Credit balance transferred from income account	58,880.69	1,711,898	879,615.65	.....	136,339.49	2,220,016	.....
Other credits to surplus.....	23,249.94	.....	.....	.....	.....	.....	.....
Total credits to surplus.....	\$ 89,229.18	\$ 5,789,130	\$ 2,009,582.36	\$ * 1,429.92	\$ 287,255.10	\$ 5,497,939	\$
Surplus debits applicable to prior years.....	\$ 114.75	.....	.....	.....	.....	.....	.....
Debit balance transferred from income account.	.....	.....	.....	2,750.73	.....	.....	.....
Dividend appropriations.....	40,000.00	645,305	307,449.00	.....	100,177.00	605,200	.....
Other debits to surplus.....	.....	1,500	.....	.....	.....	23,362	.....
Total debits to surplus.....	\$ 40,114.75	\$ 646,805	\$ 307,449.00	\$ 2,750.73	\$ 100,177.00	\$ 628,562	\$
Earned surplus or deficit at close of year.....	\$ 49,114.43	\$ 5,142,325	\$ 1,702,133.36	\$ * 4,180.65	\$ 187,078.10	\$ 4,869,377	\$

* Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

UNEARNED AND EARNED SURPLUS—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	TRUCK TRANSPORTATION											BUS AND TRUCK OPERATION
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	Motor Fuel Carriers Inc.	Motor Fuels Transport Inc.	Overseas Transportation Co., Inc.	Petroleum Carriers Corp.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
UNEARNED SURPLUS												
Balance at beginning of year	\$	\$	\$	\$ 22,733	\$ 472	\$ 37,888	\$	\$ 1,831	\$	\$ 33,444	\$	\$
Additions during year												
Deductions during year												
Balance at close of year	\$	\$	\$	\$ 22,733	\$ 472	\$ 37,888	\$	\$ 1,831	\$	\$ 33,444	\$	\$
EARNED SURPLUS												
Earned surplus or deficit at beginning of year	\$ * 50,773	\$75,183.44	\$	\$ 29,885	\$ 218,593	\$ 59,096	\$	\$ 76,992	\$ 23,853	\$ 111,918	\$*25,314.91	\$ *483,791
Surplus credits applicable to prior years	2,541					1,186		434	18,161	3,001		26,660
Credit balance transferred from income acct.	44,708	17,944.09			28,349			38,198		36,394	29,356.85	122,093
Other credits to surplus	25,343			32,044						146	8,150.00	
Total credits to surplus	\$ 21,819	\$93,127.53	\$	\$ 61,929	\$ 246,942	\$ 60,282	\$	\$ 115,624	\$ 42,014	\$ 151,459	\$12,191.94	\$ *335,038
Surplus debits applicable to prior years	\$ 24,496	\$ 393.12	\$	\$	\$ 22,874	\$ 13,652	\$	\$	\$ 15,006	\$ 300	\$	\$ 1,711
Debit balance transferred from income acct.				84,724		13,566	7,594		13,324			
Dividend appropriations		3,240.00								37,500		
Other debits to surplus		1,080.00		5,287								
Total debits to surplus	\$ 24,496	\$ 4,713.12	\$	\$ 90,011	\$ 22,874	\$ 27,218	\$ 7,594	\$	\$ 28,330	\$ 37,800	\$	\$ 1,611
Earned surplus or deficit at close of year	\$ * 2,677	\$88,414.41	\$	\$ * 28,082	\$ 224,068	\$ 33,064	\$ * 7,594	\$ 115,624	\$ 13,684	\$ 113,659	\$12,191.94	\$ *336,749

* Indicates debit item or deficit

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

INCOME ACCOUNT—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

NAME OF ACCOUNT	BUS OPERATIONS						
	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	Tecumseh Greyhound Lines
REVENUES							
Operating revenues.....	\$ 675,527.23	\$ 20,262,204	\$ 6,634,241.49	\$ 78,362.31	\$ 1,462,188.16	\$ 20,074,612	\$ 8,912,330
EXPENSES							
Operation and maintenance expenses.....	\$ 298,227.03	\$ 9,655,760	\$ 2,767,481.10	\$ 67,860.19	\$ 735,679.86	\$ 9,046,878	\$ 3,115,239
Depreciation expense.....	29,042.74	933,148	191,688.95	6,593.51	51,591.84	876,196	406,229
Amortization chargeable to operations.....			8,376.85				
Operating taxes and licenses.....	45,693.90	1,630,938	557,363.29	6,119.34	89,978.36	1,695,792	627,016
Operating rents—Net.....	5,620.00	1,151,938	30,197.28	540.00	4,950.61	101,498	94,868
Total Expense.....	\$ 378,583.67	\$ 13,371,844	\$ 3,555,107.47	\$ 81,113.04	\$ 872,299.45	\$ 11,720,364	\$ 4,243,352
Net operating revenues.....	\$ 296,943.56	\$ 6,890,360	\$ 3,079,134.02	\$ * 2,750.73	\$ 589,888.71	\$ 8,354,248	\$ 4,668,978
Rent for lease of carrier property—Debit.....		550					
Rent from lease of carrier property—Credit.....		6,434					
Net carrier operating income.....	\$ 296,943.56	\$ 6,897,344	\$ 3,079,134.02	\$ * 2,750.73	\$ 589,888.71	\$ 8,354,248	\$ 4,668,978
Other income.....		73,811	18,989.86		1,232.63	26,767	388
Gross income.....	\$ 296,943.56	\$ 6,971,155	\$ 3,098,123.88	\$ * 2,750.73	\$ 591,121.34	\$ 8,381,015	\$ 4,669,366
Income deductions.....		227,257	985.31		1,396.53	26,826	70,229
Net income before income taxes.....	\$ 296,943.56	\$ 6,743,898	\$ 3,097,138.57	\$ * 2,750.73	\$ 589,724.81	\$ 8,354,189	\$ 4,599,137
Provision for income taxes.....	238,062.87	5,032,000	2,217,522.92		453,385.32	6,134,173	3,382,400
Net Income transferred to Earned Surplus.....	\$ 58,880.69	\$ 1,711,898	\$ 879,615.65	\$ * 2,750.73	\$ 136,339.49	\$ 2,220,016	\$ (1)1,216,717

*Indicates debit item or deficit or contrary character.

(1)—Transferred to Capital Account with The Greyhound Corporation.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

INCOME ACCOUNT—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

NAME OF ACCOUNTS	TRUCK TRANSPORTATION											BUS AND TRUCK OPERATION
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	Motor Fuel Carriers Inc.	Motor Fuels Transport Inc.	Overseas Transportation Co., Inc.	Petroleum Carriers Corp.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
REVENUES												
Operating revenues.....	\$1,005,570	1,277,741.15	\$208,765.75	\$1,352,725	\$2,738,130	\$1,007,620	\$ 140,763	\$ 805,518	\$ 655,550	\$1,545,450	\$198,185.94	\$1,669,884
EXPENSES												
Operation and maintenance expenses.....	\$ 708,118	\$955,768.85	\$189,732.43	\$1,077,270	\$2,086,552	\$ 831,173	\$ 104,902	\$ 500,934	\$ 559,342	\$1,182,940	\$154,322.39	\$ 925,337
Depreciation expense.....	49,082	34,939.04	10,102.78	46,824	94,151	39,124	19,738	33,135	23,093	62,910	10,223.46	101,122
Amortization chargeable to operations.....				533						2,726		
Operating taxes and licenses.....	89,581	114,336.59	15,695.01	143,256	231,094	77,879	22,594	122,984	72,489	217,031	29,761.67	147,366
Operating rents—Net.....	103,463	143,957.09	3,335.05	165,072	282,667	38,657	600	45,568	5,288	9,471	2,419.20	35,715
Total Expenses.....	\$ 950,244	\$1,249,001.57	\$218,865.27	\$1,432,955	\$2,694,464	\$ 986,833	\$ 147,834	\$ 702,621	\$ 660,212	\$1,475,078	\$196,726.72	\$1,209,540
Net operating revenues.....	\$ 55,326	\$28,739.58	*\$10,099.52	\$ * 80,230	\$ 43,666	\$ 20,787	\$ * 7,071	\$ 102,897	\$ * 4,662	\$ 70,372	\$ 1,459.22	\$ 460,344
Rent for lease of carrier property—Debit.....												
Rent from lease of carrier property—Credit.....	500											
Net Carrier Operating Income.....	\$ 55,826	\$28,739.58	*\$10,099.52	\$ * 80,230	\$ 43,666	\$ 20,787	\$ * 7,071	\$ 102,897	\$ * 4,662	\$ 70,372	\$ 1,459.22	\$ 460,344
Other income.....		971.66			119		442	* 34,437		3	33,814.55	
Gross Income.....	\$ 55,826	\$29,711.24	*\$10,099.52	\$ * 80,230	\$ 43,785	\$ 20,787	\$ * 6,629	\$ 68,460	\$ * 4,662	\$ 70,375	\$35,273.77	\$ 460,344
Income deductions.....	11,118	2,947.70	833.71	4,494	10,838	5,109	965	4,262	8,662	3,981	5,916.92	5,536
Net Income before Income Taxes.....	\$ 44,708	\$26,763.54	*\$10,933.23	\$ * 84,724	\$ 32,947	\$ 15,678	\$ * 7,594	\$ 64,198	\$ * 13,324	\$ 66,394	\$29,356.85	\$ 454,808
Provision for income taxes.....		8,819.45		4,598	29,244			26,000		30,000		332,715
Net Income transferred to Earned Surplus.....	\$ 44,708	\$17,944.09	*\$10,933.23	\$ * 84,724	\$ 28,349	\$ * 13,566	\$ * 7,594	\$ 38,198	\$ * 13,324	\$ 36,395	\$29,356.85	\$ 122,093

*—Indicates debit item or deficit or contrary character.

(1)—Transferred to Capital Account with The Greyhound Corporation.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY
(Gross revenue \$100,000 or more annually)

BUS OPERATIONS

NAME OF ACCOUNT	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Craches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	Techc Greyhound Lines
OPERATING REVENUES							
Freight revenue—Inter-city—Common carrier..	\$	\$	\$	\$	\$	\$	\$
Freight Revenue—Inter-city—Contract carrier..	.....	.....	.....	.....	.....	.....	.....
Freight revenue—Local service.....	.....	.....	.....	.....	.....	.....	.....
Other operating revenue.....	.....	.....	.....	.....	.....	.....	.....
Total operating revenue—Freight....	\$	\$	\$	\$	\$	\$	\$
Passenger revenue.....	\$ 667,648.07	\$ 19,752,230	\$ 6,456,347.33	\$ 77,696.11	\$ 1,401,877.03	\$ 19,429,845	\$ 8,574,561
Special bus revenue.....	1,534.44	89,784	18,522.50	437.10	46,369.91	375,735	68,926
Baggage revenue.....	.....	2,027	1,463.87	.....	.....	660	193
Mail revenue.....	.....	1,284	623.02	.....	2,098.92	5,347	1,444
Express revenue.....	3,337.44	51,843	59,934.83	118.70	5,662.32	67,838	66,682
Newspaper revenue.....	931.00	27,738	12,270.87	110.40	1,486.00	29,213	32,253
Miscellaneous station revenue.....	.....	337,298	85,079.07	.....	3,193.89	148,678	168,271
Other operating revenue.....	2,076.28	.....	.....	.....	1,500.09	17,296	.....
Total operating revenue—Passenger...	\$ 675,527.23	\$ 20,262,204	\$ 6,634,241.49	\$ 78,362.31	\$ 1,462,188.16	\$ 20,074,612	\$ 8,912,330
OPERATING EXPENSES							
Equipment maintenance and garage expense....	\$ 41,588.49	\$ 2,583,756	\$ 616,533.93	\$ 20,317.05	\$ 169,210.60	\$ 2,066,458	\$ 624,090
Transportation expense.....	104,946.15	3,482,486	1,137,194.08	26,921.35	265,557.61	3,839,878	1,073,446
Station expense.....	34,074.56	1,741,486	477,230.43	7,645.80	148,294.57	1,594,084	676,539
Terminal expense.....	.....	.....	.....	.....	.....	.....	.....
Traffic, solicitation and advertising expense....	11,789.77	336,607	139,408.15	1,059.33	20,227.52	267,850	91,146
Sales, tariff, and advertising expense.....	.....	.....	.....	.....	.....	.....	.....
Insurance and safety expense.....	20,705.36	590,498	133,545.25	3,292.71	49,865.36	496,784	307,505
Administrative and general expense.....	85,122.70	920,927	263,569.26	8,623.95	82,524.20	781,824	342,513
Total Operating Expense.....	\$ 298,227.03	\$ 9,655,760	\$ 2,767,481.10	\$ 67,860.19	\$ 735,679.86	\$ 9,046,878	\$ 3,115,239

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY
(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	TRUCK TRANSPORTATION											BUS AND TRUCK OPERATION
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	Motor Fuel Carriers Inc.	Motor Fuels Transport Inc.	Overseas Transportation Co., Inc.	Petroleum Carriers Corp.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
OPERATING REVENUES												
Freight revenue—intercity—common carrier	\$1,005,570	\$1,276,526.82	\$208,765.75	\$1,351,717	\$2,737,148	\$1,003,273	\$ 138,494	\$ 780,047	\$ 655,123	\$1,545,450	\$192,595.27	\$ 452,318
Freight revenue—intercity—contract carrier								25,471				
Freight revenue—local service						3,287	2,269					
Other operating revenue		1,214.33		1,008	982	1,060			427		5,590.67	169
Total operating revenue—Freight	\$1,005,570	\$1,277,741.15	\$208,765.75	\$1,352,725	\$2,738,130	\$1,007,620	\$ 140,763	\$ 805,518	\$ 655,550	\$1,545,450	\$198,185.94	\$ 452,487
Passenger revenue												\$1,191,171
Special bus revenue												2,889
Baggage revenue												9,455
Mail revenue												5,086
Express revenue												3,337
Newspaper revenue												5,459
Miscellaneous station revenue												
Other operating revenue												
Total operating revenue—Passenger												\$1,217,397
OPERATING EXPENSES												
Equipment maintenance and garage expense	\$ 122,953	\$147,858.91	\$38,445.56	\$ 195,407	\$ 377,129	\$ 114,815	\$ 47,518	\$ 210,239	\$ 120,458	\$ 462,438	\$20,216.56	\$ 185,930
Transportation expense	144,712	201,965.73	313,365.90	169,533	426,093	150,482	40,171	189,019	165,449	512,279	28,467.68	211,330
Station expense												117,646
Terminal expense	278,052	420,688.16	73,797.73	497,920	883,151	398,490			176,230	24,017	79,626.22	171,232
Traffic, solicitation and advertising expense												33,187
Sale, tariff, and advertising expense	24,863	21,301.43	1,089.55	15,848	72,850	12,111			3,665		2,728.35	8,061
Insurance and safety expense	74,973	80,326.32	23,988.84	114,636	174,299	72,723	4,147	30,318	42,578	73,920	12,213.04	76,575
Administrative and general expense	62,565	83,628.30	21,044.85	83,926	153,030	82,552	13,066	71,358	50,962	110,286	11,070.54	121,376
Total Operating Expense	\$ 708,118	\$955,768.85	\$189,732.43	\$1,077,270	\$2,086,552	\$ 831,173	\$ 104,902	\$ 500,934	\$ 559,342	\$1,182,940	\$154,322.39	\$ 925,337

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

OPERATING TAXES AND LICENSES—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

KIND OF TAX	BUS OPERATIONS						
	Alaga Coach Lines, Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	The Greyhound Corporation
Gasoline, other fuel and lubricating oil.....	\$ 16,620.35	\$ 568,262	\$ 219,702.97	\$ 2,595.49	\$ 44,062.04	\$ 686,955	\$ 212,936
Public utility taxes and licenses.....	18,792.33	660,017	226,395.58	2,237.19	21,687.89	615,871	252,844
Other licenses.....	537.49	1,598	.....	.....	12.50	4,416	2,398
Corporation taxes.....	255.00	2,563	.....	29.02	264.00	7,798	4,455
Real estate and personal property taxes or gross receipts taxes.....	385.51	67,811	6,278.55	.....	2,685.45	99,404	15,518
Social security taxes.....	2,829.05	144,747	40,832.83	1,032.89	11,069.70	127,733	55,199
Federal and State capital stock and stock transfer tax.....	5,687.50	117,513	58,750.00	.....	8,781.26	141,376	64,600
Federal excise taxes.....	586.67	68,487	5,403.36	224.75	1,118.02	11,177	19,066
Other taxes—Documentary, State excise, use and communications.....	.....	.....	.....	.....	297.50	1,062	.....
Total Operating Taxes and Licenses.....	\$ 45,693.90	\$ 1,630,998	\$ 557,363.29	\$ 6,119.34	\$ 89,978.36	\$ 1,695,792	\$ 627,016
PROVISION FOR INCOME TAXES							
Federal income tax.....	\$ 3,023.33	\$ 565,800	\$ 191,172.92	\$\$	29,711.62	\$ 284,217	\$ 403,000
Federal excess profits tax.....	232,499.42	4,210,000	2,026,350.00	.....	391,238.84	5,563,732	2,870,000
Other Federal income taxes.....	.....	.....	.....	.....	.....	157,393	.....
State income taxes.....	2,540.12	256,200	.....	.....	32,434.86	128,831	109,400
Total Provision for Income Taxes.....	\$ 238,062.87	\$ 5,032,000	\$ 2,217,522.92	\$\$	453,385.32	\$ 6,134,173	\$ 3,382,400

OF THE RAILROAD COMMISSION

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
OPERATING TAXES AND LICENSES STATISTICS—ENTIRE COMPANY
(Gross Revenue \$100,000.00 or More Annually)

NAME OF ACCOUNT	TRUCK TRANSPORTATION											BUS AND TRUCK OPERATION
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	Motor Fuel Carriers Inc.	Motor Fuels Transport Inc.	Overseas Transportation Co., Inc.	Petroleum Carriers Corp.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
Gasoline, other fuel and lubricating oil.....	\$ 40,366	\$46,313.37	\$10,016.30	\$ 56,335	\$ 101,015	\$ 40,517	\$ 10,296	\$ 55,872	\$ 28,703	\$ 115,984	\$11,131.86	\$ 54,570
Public utility taxes and licenses.....	32,657	47,112.87	2,789.60	58,575	83,759	14,676	10,033	56,610	29,346	77,825	12,037.26	66,742
Other licenses.....	976											
Corporation taxes.....	55				250	10		20		132		
Real estate and personal property taxes or gross receipts tax.....	742	312.35	526.32	2,124	5,122	2,307	58	378	36	1,181	2,649.33	432
Social security taxes.....	13,015	18,490.69	2,156.17	23,875	35,700	14,246	1,856	6,719	10,405	17,922	2,760.62	14,219
Federal and State capital stock and stock transfer tax.....	314	985.15		313	2,500	500	167	2,425	625	1,934	1,182.60	6,250
Federal excise taxes.....	1,456	1,122.16	206.62	2,017	2,748	5,623			3,374	2,053		5,153
Other taxes—Documentary, state excise, use and communications.....				17			184	960				
Total Operating Taxes and Licenses.....	\$ 89,581	\$114,336.59	\$15,695.01	\$ 143,256	\$ 231,094	\$ 77,879	\$ 22,594	\$ 122,984	\$ 72,489	\$ 217,031	\$29,761.67	\$ 147,366
PROVISION FOR INCOME TAXES												
Federal income taxes.....	\$.....	\$ 6,625.04	\$.....	\$.....	\$ 4,424	\$ 23,792	\$.....	\$ 8,500	\$.....	\$ 29,000	\$.....	\$ 332,715
Federal excess profits tax.....								17,500				
Other Federal income taxes.....												
State income taxes.....		2,194.41			174	5,452				1,000		
Total Provision for Income Taxes.....	\$.....	\$ 8,819.45	\$.....	\$.....	\$ 4,598	\$ 29,244	\$.....	\$ 26,000	\$.....	\$ 30,000	\$.....	\$ 332,715

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
OPERATING STATISTICS—ENTIRE COMPANY
(Gross revenue \$100,000 or more annually)

I T E M	BUS OPERATIONS							
	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	Teche Greyhound Lines	Tamiami Trail Tours Inc.
PASSENGER VEHICLES IN INTER-CITY REVENUE SERVICE AT DECEMBER 31, 1943								
Owued vehicles.....	20	507	137	6	55	519	185	38
Leased vehicles.....		67		1				
Purchased transportation.....	2		13		1	41		
Total.....	22	574	150	7	56	560	185	38
MILES OPERATED (including loaded and empty) OWNED AND LEASED EQUIPMENT								
Buses operated in inter-city service (regular routes).....	1,588,505	45,100,233	14,683,200	450,592	4,007,345	46,602,828 85,639	17,242,453	2,657,132
Buses operated in local service.....								
Buses operated in charter, sightseeing and other special service.....	2,566	236,841	44,790		141,237	905,908	148,578	5,557
Total.....	1,591,071	45,337,74	14,727,990	450,592	4,148,582	47,594,375	17,391,031	2,662,689
Buses operated in inter-city service (regular routes).....								
	70,705	N.A.	534,850		71,282	2,621,965	1,133	1,110
Total.....	70,705		534,850		71,282	2,621,965	1,133	1,110

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943

OPERATING STATISTICS—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

ITEM	BUS OPERATIONS							
	Alaga Coach Line Inc.	Arden Wic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	Tecche Greyhound Lines	Tamiami Trail Tours Inc.
NUMBER OF PASSENGERS CARRIED								
Inter-city revenue, regular route.....	808,603	21,026,115	66,567,002	173,106	2,160,034	25,434,012	8,233,865	891,704
Local revenue.....						167,697		
Charter, sightseeing and other special revenue..	262	25,397	13,752	100	30,430	243,641	37,039	3,303
Total number of revenue passengers carried.....	808,865	21,051,512	6,670,754	173,206	2,190,464	25,845,350	8,270,904	895,007
Inter-city carried free (including employees)....	1,196	5,116	9,145	143	63	20,907	4,303	736
Total number of passengers carried.....	810,061	21,056,628	6,679,899	173,349	2,190,527	25,866,257	8,275,207	895,743
Number of regular route inter-city passenger- miles (A for actual; E for estimated).....								
	E 44,509,871	A 1,294,798,640	E 425,040,136	E 2,600,240	E 81,033,393	A 1,347,282,584	A 542,922,000	E 62,650,490
PASSENGER REVENUE FROM								
Regular route inter-city service (Account 3,200)	A \$667,648.07	A \$ 19,752,230	A \$6,456,347.33	A \$77,696.11	A \$1,401,877.03	A \$ 19,413,075	A \$ 8,574,561	A \$ 1,191,171
Local service (Account 3,200).....						16,770		
Charter sightseeing and other special service (Account 3,210).....	A 1,534.44	89,784	18,522.50	437.10	46,369.91	375,735	68,926	2,889
Total Passenger Revenue (Account 3,200 and 3,210).....	\$669,182.51	\$ 19,842,014	\$6,474,869.83	\$78,133.21	\$1,448,246.94	\$ 19,805,580	\$ 8,643,487	\$ 1,194,060

N.A.—Indicates "not Available."

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1943
OPERATING STATISTICS—ENTIRE COMPANY
(Gross revenue \$100,000 or more annually)

ITEM	TRUCK OPERATIONS											BUS AND TRUCK OPERATION
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	Motor Fuel Carriers Inc.	Motor Fuels Transport Inc.	Overseas Transportation Co., Inc.	Petroleum Carriers Corp.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
TRUCKS AND TRACTORS IN INTER-CITY REVENUE SERVICE AT DECEMBER 31, 1943												
Owued vehicles.....	51	153	9	58	109	57	52		40	96	15	24
Leased vehicles.....		6		7								
Total.....	51	159	9	65	109	57	52		40	96	15	24
MILES OPERATED IN INTER-CITY SERVICE OWNED VEHICLES—												
Trucks.....		150,888		462,210					125,560			56,470
Tractors.....	2,232,126	2,438,062	804,220	2,690,930	6,091,680	2,979,224	757,638	2,853,150	1,601,530	9,174,850	604,380	1,072,934
Total miles operated owned vehicles...	2,232,126	2,588,950	804,220	3,153,140	6,091,680	2,979,224	757,638	2,853,150	1,727,090	9,174,850	604,380	1,129,404
LEASED VEHICLES—Other than purchased transportation												
Trucks.....				274,423								112,200
Tractors.....	644,608	788,120		640,322	1,393,388	166,881		1,465,620	143,942		3,874	
Total miles operated—Leased vehicles..	644,608	788,120		914,745	1,393,388	166,881		1,465,620	143,942		3,874	112,200
Tons of revenue freight carried in inter-city service.....												
Ton-miles inter-city revenue freight.....	74,512	98,963	22,876	91,496	197,986	111,273	64,667	383,472	61,284	587,907	28,035	45,726
Freight revenue from inter-city service (Accounts 3100 and 3110).....	\$1,005,570.00	\$1,276,526.82	\$208,765.75	\$1,351,717.00	\$2,737,148.00	\$1,003,273.00	\$138,494.00	\$780,047.00	\$655,123.00	\$1,545,450.00	\$192,595.27	\$452,318.00

(A)—Indicates actual.
(E)—Indicates estimated.



Ferry Companies

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1943
GENERAL BALANCE SHEET—ENTIRE COMPANY
AT DECEMBER 31, 1943

ASSETS	Boca Grande Ferry Co., Inc.
INVESTMENTS	
Real property and equipment.....	\$ 15,949.33
Reserve for accrued depreciation.....	7,148.89
Total Investments.....	\$ 8,800.44
WORKING ASSETS AND ACCRUED INCOME	
Cash.....	\$ 31.01
Miscellaneous accounts receivable.....	861.64
Total Working Assets and Accrued Income.....	\$ 892.65
Grand Total.....	\$ 9,693.09
LIABILITIES	
STOCK	
Capital stock.....	\$ 10,000.00
WORKING AND ACCRUED LIABILITIES	
Loans and bills payable.....	\$ 2,277.25
Other working liabilities.....	1,000.00
Taxes accrued.....	82.51
Total Working and Accrued Liabilities.....	\$ 3,359.76
CORPORATE SURPLUS	
Profit and loss—Debit balance.....	\$ 3,666.67
Grand Total.....	\$ 9,693.09

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1943
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEM	BOCA GRANDE FERRY CO., INC.	
	Debit	Credit
Balance at beginning of year.....	\$ 2,705.52	\$.....
Balance transferred from income account.....	961.15	.....
Debit balance at December 31, 1943.....		3,666.67
Total.....	\$ 3,666.67	\$ 3,666.67

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1943
ANALYSIS OF TRAFFIC

ITEM	BOCA GRANDE FERRY CO., INC.	
	Passengers	Vehicles
Automobiles—One way.....		146
Trucks—One way.....		50
Automobiles—Round trip.....		282
Trucks—Round trip.....		43
Passengers.....	469	.....
Total.....	469	528

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1943
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	Boca Grande Ferry Co., Inc.
OPERATING REVENUES—TOLLS	
Automobiles.....	\$ 1,839.50
Trucks.....	526.00
Passengers.....	35.35
Special automobile trips.....	70.00
Miscellaneous.....	11.00
Total Operating Revenue.....	\$ 2,481.85
OPERATING EXPENSES—	
MAINTENANCE OF EQUIPMENT	
Repairs to vessels.....	\$ 308.97
Depreciation on vessels.....	949.86
Total Maintenance of Equipment.....	\$ 1,258.83
MAINTENANCE OF TERMINALS	
Docks and ship yard.....	\$ 39.02
Depreciation on docks and ship yard.....	200.00
Total Maintenance of Terminals.....	\$ 239.02
OPERATION OF VESSELS	
Wages of crew.....	\$ 163.00
Fuel and lubricants.....	441.68
Supplies.....	230.25
Total Operation of Vessels.....	\$ 834.93
OPERATION OF TERMINALS	
Rent.....	\$ 90.00
Total Operation of Terminals.....	\$ 90.00
GENERAL EXPENSE	
Salary of general officers.....	\$ 620.00
Other general expense.....	130.66
Depreciation—Automobiles.....	228.70
Depreciation—Furniture and fixtures.....	17.97
Total General Expenses.....	\$ 997.33
Total Operating Expenses.....	\$ 3,420.11
Net revenue from ferry operations.....	\$ * 938.26
Taxes accrued.....	22.89
Net Income Transferred to Profit and Loss.....	\$ * 961.15

* Indicates debit item or deficit.

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